Weather

Overcast, damp. The maximum temperature yesterday was 89.6 and the minimum 73.2, the figures for the corresponding day last year being 86.0 and 74.8.

The China Press
大陸報

The Mail Box
MAILS for U. S. and Europe, Pres. Cleveland, Wednesday.
FOR Europe via Suez, Str. Macedonia, Sept. 23.
FROM U. S. and Europe, Str. Pres. Jackson, Tuesday.
FROM Europe via Suez, Str. Angers, Sept. 13.

NO. 3393 VOL. XII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 壬戌 八月二十六日 SHANGHAI, SUNDAY, SEPTEMBER 17, 1922 大正十一年九月十七日 第三種郵便物認可 20 CENTS

INTOXICANTS, CALLED FAKE BY OFFICIALS, TAKEN IN RAID

Head Of Giesel And Co. Jailed As Maker Of Spurious Liquor

GODOWNS RAIDED

Statement Of Defendant Indicates That Others May Be Implicated

Intoxicants of virtually every known variety in quantity seemingly sufficient to float a cruiser, and all declared to be spurious booze being put forth under counterfeit labels were seized yesterday in an extraordinary raid that was conducted by the police of the French and the International Settlements on godowns said to be operated by Giesel and Company at 1a Chaufoong Road.

Incidental to this raid and within a few hours of the time it took place Mr. Giesel, head of the firm of that name whose offices are at 62 Kiangse Road was lodged in the French jail on charges connected with the wholesale manufacture of questionable liquors and the counterfeiting of noted brands.

Unable to supply the cash bail of Tls. 10,000 that was imposed Mr. Giesel was held a prisoner and he was again committed to the French jail following a preliminary hearing held yesterday afternoon before Assessor M. Crepon, sitting as juge d'instruction.

EXPECT DEVELOPMENTS

At this hearing, at which Mr. Giesel's attorney Dr. Fischer was present, indication of further sensational disclosures were given when Mr. Giesel in making denial of all guilt in connection with the charges gave the names of two foreigners, one British and one Italian, as the individuals responsible for the contents of the raided godowns.

At the conclusion of the preliminary hearing Mr. Giesel's bond again was fixed in the sum of Tls. 10,000 shop security to be supplied by a property holder in the French concession with the stipulation that cash bond in the sum will be provided Monday. Up to last night Mr. Giesel had been unable to supply the bond.

Many hundreds of cases of intoxicants and literally thousands of packages declared to be bearing counterfeit labels were found in the godown raided where an extensive equipment for bottling and manufacturing drinks, and printing machinery adapted for use in printing labels and on corks also were brought to light. In the establishment also were found a series of huge vats and general accessories for compounding drinks.

It was estimated yesterday afternoon that more than a thousand cases of liquors of all sort had been removed from the godowns. While the contents of the godowns were being removed a police guard was maintained.

Wines, champagnes, vermouths, whiskey, gin—practically every known kind of liquor of dozens of well known brands—are included in the seizure of alleged spurious liquor. Among the labels discovered were the following noted by two reporters for THE CHINA PRESS who visited the premises a few minutes after police descended on the godowns:

Strauss Freres & Soeurs
Pepe Garcia Port (Oporto)
Offley Forrester's Very Choice Old Port
Casa Diaz y Hermanos Port
Rodriguel y Cia Sherry (Cadiz)
Armond Lacroix Liquer Merveille
Casa Diazy Hermanos AAA Superior Old Port and No. 1 Superior Port
Peter MacGregor's Sons Scotch Whiskey
Gordon's Very Old Scotch Wisky
Douglas Grant & Co. Scotch Whisky
E. Dubreuli & Fils Grand Prix Champagne
Henri Verne Sparkling Burgundy
Duc de Monaco Champagne.
E. Martin & Co. (San Francisco) Argonant Bourbon Whiskey
Old Maryland Rye Whiskey
Sunny Brook Whiskey (bourbon and rye)
McIntyre's Very Special Ferndale Scotch Whiskey, and

(Continued on Page 4)

ONE OF THOSE NEAR-TYPHOON DAYS IN SHANGHAI -:- By Arcady

TURKEY LAYS DOWN SEVERE CONDITIONS AS PEACE PRICE

Greeks Must Give Up All Of Occupied Area

MUST PAY COSTS

Attitude Now Taken Seriously In Allied Capitals

(Reuter's Service)

London, September 16.—One of the few remaining correspondents at Smyrna telegraphs that except for the squalid Turkish quarter Smyrna has ceased to exist. The premises destroyed include Mustapha Kemal Pasha's headquarters, and the British and French Consulates and other fine buildings composing the foreign quarter, while among those massacred is Monseigneur Chrysostomos, the Greek Orthodox Metropolitan at Smyrna, who was a well known visitor in Britain.

It is estimated in London that nearly £50,000,000 worth of British money is sunk in the Smyrna district. The British colony numbers 2,500. A hundred thousand tons of dried fruit ready for exportation was consumed by the flames, which, incidentally, will cause a shortage of raisins for Christmas puddings.

Estimates of the damage at Smyrna widely vary. An American correspondent on the spot figures it out at £40,000,000 but other quarters generally agree that it is in the neighborhood of the still enormous sum of from £12,000,000 to £15,000,000.

Lloyds will have to meet large sums of insurance. The latest rates against war risks were five percent confined to British and American steamships, while Greek steamships was rated at 15 percent and upwards.

London, September 16.—According to Reuter's Paris correspondent a message from Angora states that the Turks lay down the following drastic armistice terms.

1. The Greeks must unconditionally hand over the whole of the occupied area, with troops and munitions.

2 They must recognise the Turks' absolute sovereignty over Asia Minor and Thrace and renounce all aspirations in that direction.

3. They must repair all damage done, bear all the Turkish expenses, and hand over persons guilty of atrocities during the invasion.

The Turks add that no other terms will be accepted.

London, Sept. 16.—A most painful impression mingled with a feeling of deep indignation has been caused by the news from Smyrna. While it is acknowledged that the Turks were strongly provoked by the burning and pillaging indulged in by the Greek army during its retreat, it is pointed out that the victors took possession of Smyrna and constituted themselves its guardians. The present massacre and incendiarism therefore puts them in even a worse light.

Another aspect is the bad Turkish policy in its latest outrages against civilisation, which has alienated sympathy for them in the eyes of the Allies and given strength to the argument that the Turk is unfit to govern anyone but himself.

The action has served to strengthen the Allied determination to keep a firm grip on the Near Eastern situation.

Relief is expressed at the identity of the British and French views in handling the present grave emergency. British Ministers are most gratified at France's manifestation of inter-Allied solidarity, while recognising this in no way prejudices our Ally's eventual attitude at the final peace settlement.

Nevertheless, it is doubted whether the Nationalists will heed the Allied warning or be deflected from their aim to reach Constantinople.

In consideration of the British policy sight must not be lost of the fact that we are a great Mussulman Power no less than a guardian of Western civilisation.

(Reuter's Service)

Constantinople, September 15.—The Kemalists continue their pursuit of the remainder of the Third Greek Army Corps, which is retreating towards Panderma.

VOLUNTEER FLEET AGENT WILL SUE S.M.C. FOR ARREST

J. R. Elleder To Ask Tls. 100,000 Damages, Attorney Says

J. R. Elleder, agent of the Russian Volunteer Fleet who was put in jail Friday night on very short notice, was released yesterday, and immediately afterwards announced through his attorney, Dr. O. Fischer, that he would file suit against the Shanghai Municipal Council for Tls. 100,000 damages.

Mr. Elleder was first held in $20,000 security, and his failure to raise this sum on short notice was the cause of his being taken to jail. Yesterday the bail was reduced to Tls. 5,000 and he was given five days in which to obtain this.

"Mr. Elleder will file suit for Tls. 100,000 damage against the Municipal Council Monday or early next week, as a result of this," Dr. Fischer declared. "He was arrested late in the day and order to give security for $20,000 at an impossible time. Then on the plea that they had no place to keep foreign civil prisoners he was locked up all night in the Hongkew police station, searched and deprived of his eye-glasses, and even his necktie. Mr. Elleder is subject to Russian law and Russian law has no such thing as imprisonment for debt."

Mr. Leonard Hartigan, attorney for Patstone and Patstone, left for Peking last night on business and it is expected the case will be heard as soon as he returns, probably Friday or Saturday of next week.

GET YOUR BARINGS!

According to The London Star of August 2, the police of London in a sensational raid on a gambling house at No. 6 Buckingham Gate, Westminster, arrested 28 persons of prominence. One man, said to be the proprietor, was fined £500 and costs and the others were released on £50 recognisances on their agreeing not to engage in gambling for a period of one year. Among the latter are noted the names of Joe Baring, 37, Piccadilly Hotel, Hax Baring, 42, Royal Automobile Club, and Ben Baring, 27, Piccadilly Hotel. Names formerly "prominent" in Shanghai news items.

The Philippines And China

BY CHARLES SUMNER LOBINGIER*

THIS is Balboa Day and in celebrating it we are paying tribute to a group of great navigators in the service of old Spain who brought many strange lands to the knowledge of Europeans. Balboa, who was one of these, discovered the Pacific Ocean on September 17, 1513. He never passed beyond its eastern edge at the narrow Isthmus of Darien; but only eight years later another of the same group—a Portuguese Magallanes (Magallan) sailing under the flag of Spain—reached the western side of the Pacific and sighted the islands which he called San Lazaro but which we know as the "Philippines" in honor of the Spanish monarch, Philip II.

Magellan reached the Philippines but he never went farther. Like Captain Cook in Hawaii he gave up his life in the isles which he had discovered. But his fleet went on under his lieutenant, El Cano, and achieved the first circumnavigation of the globe. Thus Magellan placed the Philippines on the map for Europe just as Marco Polo had done as regards China some two and one-half centuries earlier.

But long before Magellan and long before Marco Polo the Philippines and China had known each other. "As early as the third century of our era, Chinese writers mention what we know as the Philippines, grouping them with Formosa"; and it is further said "that there has hardly been a century since in which reference to the Philippines fails to appear in some Chinese work."†

China's Influence Upon The Philippines

As a result of this long contact due largely to geographical proximity, the influence of China upon the Philippines has been deep and lasting. If our topic of today were reversed and I were attempting to enumerate the contributions of China to the Philippines I would be obliged not only to extend the present limits but to speak much longer than you would care to hear me.

Coming now to the subject as we have it I think I may say that the greatest contribution which the Philippines are making to China is as an experiment station in Oriental democracy. I use the term "experiment" advisedly because the desired results are not yet fully assured and there are those who deny that they ever will be. Nevertheless the United States Government has established and is maintaining in the Philippine islands a government highly democratic in form with an elective legislature, endowed with extensive powers and with rights guaranteed to the inhabitants which are in no appreciable respect less than those enjoyed by the citizens of the United States. At present, as I have said, that government is maintained by the United States but it is the repeatedly avowed policy so to develop the native political capacity that the same government or its equivalent may some day be maintained and operated by the natives themselves.

A Lesson For China In Philippines Schools

Now it is just here that the situation becomes of special interest to China; for the difficulties in the way of attaining this end are very similar to those which are encountered in building the Republic of China. There is in the Philippines a population for the most part of common racial stock but of many varieties, speaking various languages, with almost innumerable dialects and without a common native tongue. There is also, as in China, a lack as yet of national consciousness and, as in other parts of the Orient, too often a lack of appreciation of, and sympathy with, the rights of the great masses. But these are essential features of a democracy and without them the republican ideal cannot be attained.

The manner in which the attempt is being made to attain it in the Philippines is most instructive for China. One of the latest institutions which the United States established in the Islands was the public school on the American model. The third legislative act of the Philippine Commission was a measure ap-

(Continued on Page 2)

GENERAL LI HERE BUT IS TOO ILL TO SEE VISITORS

Southern Leader Who Invaded Kiangse Says He Came To Get Treatment

"I, Li Lieh-chun, am indisposed, my health is poor and my hearing and eyesight are defective. My arrival in Shanghai is to secure medical treatment so I will not receive any visitors, nor answer any telegrams or letters addressed to me. Trusting the public will forgive me.

"LI LIEH-CHUN."

General Li Leh-chun, the former commander of the Northern Expedition who was defeated in the recent fighting in Kiangsi made known his arrival in Shanghai with the above explanation of his presence in Shanghai.

General Li, by his departure from the martial scene, left the situation in Southern Hunan in an extremely confused mix-up. General Chen Chia-yu, with about ten thousand soldiers, has his base at Yungchowfu and is facing the Hunanese forces at Kiyanghsien, while the remnant of General Li Lieh-chun's own army is distributed along the southern border of Hunan at Yingchowfu, Taochow, Yungming, Changhua and Langshan.

All of these troops might, it is believed, come to the support of General Tan Yen-kai in his aid for the Civil Governorship of Hunan, and this fact is causing General Chao Hung-ti grave anxiety.

On the other hand the friendship existing between their leaders and general Sen Hao-ken, who is at the head of the opposing Hunanese army, makes it appear improbable that any serious clash will occur. General Chao Hung-ti is said to have made energetic overtures to General Li Lieh-chun recently but to have met with a rebuff.

HOLLAND'S QUEEN

(Reuter's Service)

Christiania, Sept. 15.—Great enthusiasm has been evoked by the impending visit of the Queen of Holland. The streets are gaily festooned and beflagged.

Christiana, Sept. 16.—The King and Queen today welcomed the Queen of Holland and Prince Henry on their arrival from Sweden. Their Majesties drove in an open carriage to the Palace and were enthusiastically cheered by thousands of pepple.

Cosmopolitans Throng Hall Of Carlton Cafe To Attend Pan-Pacific Annual Tiffin

Prominent Speakers Headed By Secretary Huston Address Notable Gathering; New Board Of Directors Elected For Ensuing Year

One of the season's most successful cosmopolitan events of Shanghai was recorded yesterday when the Pan Pacific Association held its third annual meeting and celebration of Balboa Day at the Carlton in the form of a tiffin. Assistant Secretary of Commerce Huston of the United States; Judge Charles S. Lobingier of the United States Court for China; Consul-General Wilden for France; Admiral Tsai Ting-kan; President MacGillivray of the Canadian Association; Consul W. A. A. B. Daniels of the Dutch Consulate and Mr. T. Sahara of the Ji Ji were speakers.

Mr. Yang Tcheng, president of the association, acted as toastmaster. Mr. George A. Fitch, secretary, made the annual report of the association, while Mr. H. B. Campbell, director of the association, read the message specially prepared for the occasion by Mr. Alexander Hume Ford, director of the Pan-Pacific Union, whose arrival has been delayed till Monday. The six resolutions introduced by Mr. Jabin Hsu were adopted. Mr. Wu San, secretary of the Good Roads Movement in China, reported on behalf of the Committee on Good Roads.

The rooms of the Carlton were specially decorated with the flags of the nations and evergreens and bamboo. A Hawaiian orchestra under the direction of Mr. John Lane furnished some delightful selections. The new board of directors elected at yesterday's meeting will consist of the Hon. Yang Tcheng, President; Dr. C. T. Wang, Mr. E. S. Little, Dr. J. W. Ross and Mr. A. Bassett, vice-presidents; Messrs. H. B. Campbell, K. P. Chen, Chung Mun-yew, Fong F. Sec., T. H. Lee, W. W. Lockwood, H. Middleton, C. C. Nieh, Tong Shoa-yi, Wong Kok-shan, C. P. Yin, F. M. Sah, H. Y. Moh and S. D. Ren, directors and Jabin Hsu and George T. Fitch Honorary Secretaries.

Among those present were Messrs. Julean Arnold, B. A. Renborg, L. M. Hoyt, Wong Kok-shan, F. M. Sah, T. Funatsu, G. W. Boissevain and G. A. Bena, Mme. G. A. Bena, Mrs. D. MacGillivray, F. J. Raven, Mrs. F. J. Raven, M. Y. Chung, Miss G. Townsend, Miss Phyllis Tirby, Miss Harrison, H. B. Campbell, Dr. T. H. Lee, Joe L. Baker, Lambert Clifford, Carl J. Gilbert, Mr. David J. Davis, Lt. Commander H. G. Hamlet, Dr. F. J. Abbott, Lt. John M. Creighton, Dr. H. M. Evans, Mr. Ward T. Bower, Lt. L. L. Bennett, Lt.

(Continued on Page 6)

RED CROSS FUND RAISED TO AID SWATOW VICTIMS

Work Of Reconstruction Now Being Carried Out In Devastated Area

In addition to an initial appropriation of Gold $10,000.00 recently made by the National Headquarters of the American Red Cross, Washington, D. C., the China Central Committee of the American Red Cross announces that a total of M.$11,858.73 has been made available for relief work at Swatow, as follows:

China Central Committee	M.$3,838.73
Amoy Chapter	„ 4,770.00
Foochow Chapter	„ 2,800,00
Peking Chapter	„ 250.00
Szechuen Chapter	„ 200.00
Total	M.$11,85873

Recent reports received from Swatow indicate that the danger of an epidemic has practically disappeared, and that all relief organisations in the field have turned to reconstruction problems as being the wisest method of rendering necessary relief to the thousands of homeless and destitute.

The relief work of the Swatow Chapter of the American Red Cross is being carried on under the personal supervision and direction of Mr. Lester L Schnare, American Consul, and Chairman of the Swatow Chapter of the American Red Cross.

Contributions for this work are still being received by the China Central Committee of the American Red Cross, at No. 4, Quinsan Gardens."

where embarkation is proceeding under the protection of warships.

It is reported that bands of Circassians and Greeks set fire to Michalitch, while looting and other excesses continue in the districts of Rodosto and Demetoka by troops from Anatolia.

London, September 15.—A significant statement by M. Poincare is reported in a message from Paris. It is stated that M. Poincare told the President of the Finance Committee of the Chamber that the French troops were only temporarily in Constantinople, adding that there was every reason to hope that they would be withdrawn before the end of the year.

London, September 15.—It is pointed out that the terms, reported to have been laid down by Mustapha Kemal Pasha in an interview at Smyrna, including the return of Thrace as far as Maritza and Constantinople, are merely a reiteration of Angora's well-known National Pact, though this time they are accompanied by the threat to march to Constantinople with his army if the Allies refuse. The threat is not regarded very seriously, in view of the solidarity of the Allies in the freedom of the Straits and respect for the neutral zone, though precautionary measures are being taken.

London, September 15.—The correspondent of the Daily Mail, on board H.M.S. Iron Duke at Smyrna, says on Thursday the situation of the surviving inhabitants is desperate. There are roughly some 100,000 persons imperilled. He describes an unbroken wall of fire, two miles by one, with lagged tongues rising hundreds of feet and the desperation of the refugees.

(Reuter's Service)

London, Sept. 15.—Reuter's Agency learns that there is complete understanding with France on the necessity for the maintenance of the neutrality of the whole demilitarised neutral zone along the Straits and it has been agreed to send a joint British, French and Italian intimation to Mustapha Kemal on the subject.

Pending a permanent arrangement, preparations are also being made to send reinforcements to the neutral zone to support the Allied flag in the case of menace by Mustapha Kemal.

The British Fleet is being instructed not to permit any troops to cross or transports to collect for the purpose of transporting Turkish troops to Europe.

It is stated that the Rumanian and Jugo-Slavian Governments view with very grave concern the prospect of a return of the Turks to Thrace.

It is understood that the British Cabinet favors an early conference not merely of the principal Allies and the belligerents but also of Rumania and Jugo-Slavia.

Paris, Sept. 15.—Replying to the British Note on the situation of the Straits, France says that she has ordered the French High Commissioner at Constantinople to co-operate with his British and Italian colleagues in advising the Angora Government that the Allies expect the neutral zone to be respected.

The Note adds that this action does not prejudice the conditions of future peace.

Malta, Sept. 15.—It is understood that some 30 officers and men of the Royal Air Force with five seaplanes have been ordered to Constantinople whither they are being conveyed by the aircraft ship, Argus.

Apparently the main ships of the Mediterranean fleet are concentrating at Chanay whither Vice-Admiral Sir Osmond Brock, with the Iron Duke and other vessels, has proceeded from Smyrna.

A British hospital ship carrying 407 refugees, including 270 British subjects, has arrived here.

The majority of the refugees are respectable people, many of them accompanied by servants, but they have no money owing to their precipitate flight necessitating the leaving of all their belongings behind.

Two other steamships carrying nearly 1,000 British refugees have left Smyrna.

Paris, Sept. 15—It is reported that French ships have embarked 3,000 refugees.

London, Sept. 15.—A semi-official despatch from Athens states that Americans, who have arrived on board an American destroyer, including the American Consul and his family give terrifying details of the massacre in Smyrna.

This was followed by the conflagration which, it is alleged, was wilfully caused by the Turks to efface traces of the massacres.

When the Americans left, the flames had reached the quays and were menacing the foreign Consulates. An American doctor estimates the victims of the massacre at 1,000.

Many Christians perished in the flames. The damage done to foreign trade is colossal, including the destruction of American tobacco houses, French and British shops, a French college and schools.

Several outlying Greek and Armenian villages in the suburbs, inhabited by Europeans were burnt down.

Reuter's Smyrna correspondent telegraphs from Malta where he arrived on board a British hospital-ship:

"When I left the Turks were still pillaging and massacreing. Hundreds of corpses were lying in the streets of the town and the outlying villages.

"Two large villages, five miles from Smyrna, were on fire. The Turks were making no attempts to restore order.

"The British have withdrawn all their patrols and guards and several British houses have been requisitioned for Turkish officers.

Christians are placed in a terrible position owing to the highly reprehensible conduct of the Greek army in burning towns and villages in their retreat.

"Thousands of Greek refugees were lying, when I left, in lighters in the port and on the breakwater in a pitiable condition without food or water, though the British had given what assistance was possible. The raisin and fig crops have been largely lost and many British firms have been hard hit.

London, Sept. 15.—The Near Eastern question was the subject of a specially summoned Cabinet meeting this afternoon, presided over by Mr. Lloyd George.

News has reached the Government regarding the burning of Smyrna which goes very far to confirm the press accounts although at present lacking in details.

It is stated that no direct evidence has been received up to the present but circumstantial evidence indicates pretty conclusively that the fire was of an incendiary nature caused by the Turks.

It is considered safe to assume that from 500 to 600 British subjects mostly Maltese, have been rendered homeless. There has been no news up to the present of injury to British subjects.

All the Maltese whose houses were burned have been taken off.

Authoritative quarters state that they see no reason to doubt that there has been a deliberate roundup of the Armenian quarter in Smyrna and that many Armenians have perished.

Rome, Sept. 15.—The fire is still raging in Smyrna, according to a telegram despatched late on Thursday.

Bears, Poppy Girls To Give Big Party

The Southwestern division of the American Woman's Club (County Fair Building Fund) announces a big surprise at the Carlton Cafe Thursday night next on which occasion the California Bears and Poppy Girls are to be hosts and hostesses at an entertainment. M. D. and A. D. Silas are to assist in the entertainment with some stunts specially prepared for this occasion, and assurances have been given that a big time will be had by all. Tickets for this affair may be obtained from the chairmen of the section, Miss Lillian-May Wilkinson, at the American Consulate, or from any of the Poppy Girls. Tickets are only one dollar, Mex., either big or small money, and as this is to be one of the best parties of the season no one should miss it.

Both Sides Agree To Parley Terms

(Reuter's Pacific Service)

Changchun, Sept. 16.—At Friday's session of the Changchun Conference both the Russian and Japanese delegates examined and agreed to the provisions of the draft agreement concerning mutual abstention from propaganda and hostile actions, liberty of entry and travel, and assurances regarding the life and property of the subjects and citizens of both countries.

The Philippines And China

(Continued from Page 1)

propriating funds for the Superintendent (now Director) of Education (a). That official has always been an American and I believe that most of the Division Superintendents are still. The twenty second annual report of the Director reached me only yesterday and on the very first page I find this remarkable statement:

"The total annual enrolment in all of the public schools of the Islands as of December, 1921, was 1,370,235."

This represents no less than ten percent of the population and a corresponding ratio in China would mean forty millions of children in the public schools. What a change that would involve in the next generation of Chinese! Even before civil government was established soldiers were drafted as teachers of the primary schools, and today, a little more than a score of years after the beginning, these more than one million Filipino children are receiving instruction through the medium of English. Indeed the avowed goals of the Bureau of Education are: (1) to render the Filipinos literate in English and (2) to give them the rudiments of industrial training. These are believed to be the indispensible foundations of a democracy and China may watch the experiment with the greatest profit.

Thirty-eight High Schools Feed University

But the American educational system in the Philippines does not stop with the primary schools. There is, I believe, in every one of the thirty-eight provinces, at least one modern well equipped high school and the system is crowned with the University at Manila under an American president and one of its departments is the agricultural college at Los Banos, which has already admitted Chinese students and trained them in tropical agriculture for south China.

I have said that this educational system was the first concern of the American government. But I should not fail to add that it has also received the cordial support of the Filipinos themselves and the legislature which is now wholly native has been not less liberal with its educational appropriations than was the original Philippine Commission which was entirely American. The total net expenditure for the Philippine public schools in 1920 (the last reported year) was P19,011,077.50 or nearly $10,000,000 gold, while the outlay for the same period in China, with ten times the population, was about $6,000,000 Mexican.

Here, then, is an experiment which offers the most fruitful lessons to China. As an educational system it has already attained success and English is fast becoming the common language of the Philippines. From the political standpoint it offers the one sure basis for a permanent democracy. And when China shall have absorbed the lesson sufficiently so as to devote an equal portion of her own revenues to an educational system similarly equipped and controlled, she will have taken a long step forward that goal which her friends and well wishers hope so ardently that she may attain.

† The Early Majays and their Neighbors.

*Balboa Day Address before the Pan-Pacific Association Shanghai, China, September 16, 1922.

(a). Acts of the Philippine Commission No. 3.

Two Sentenced To Death In Murder Case Of Woman

Marking the final chapter of the gruesome tragedy which opened here two weeks ago with the finding of the fragments of a Chinese woman's body in a packing case two Chinese, one the husband of the victim, were sentenced to death yesterday in the Mixed Court.

The two men were arrested after the body had been found in a packing case on a vacant piece of ground off Yochow Road. A Chinese at 142 Woosung Road was found who had sold the box to one of the murderers and Detective Inspector Cruikshank, who made inquiries for the police, located one of the men here and the other in Hangchow.

The two men implicated a third who has not yet been arrested and confessed that they had enticed her from the Great World, where she was watching a Chinese play, to 128 Sawgin Road, where the husband had rented a room, and killed her by stabbing her from behind. The husband gave as his excuse for the murder the fact that his wife had strayed from the straight and narrow path.

FIRE IN N. ORLEANS

(Reuter's Service)

New Orleans, Sept. 16.—A fire broke out at the river docks late last night. Several City blocks are now involved.

The damage so far is estimated at $4,000,000.

In The U. S. Court For China

MOTION CALENDAR

September 18, 1922, 3 p.m.

Cause No. 798, Steele v. American Trading Company; motion to strike lien or adjudicate same.

Williams, Franklin and Faison; Rodger and Haskell.

Cause No. 1636, American Trading Co. v. Stewart-Crane Co. Inc.; motion for order to require Receiver to file particulars.

Max Shoop; Rodger and Haskell; Williams, Franklin and Faison; Davies and Bryan.

Cause No. 1032, The Belgian Trading Company v. Neuss, Hesslein and Co., Inc.; motion to set.

Fessenden and Holcomb; Davies and Bryan.

Cause No. 1670, Swinehart v. Swinehart et al.; motion to take deposition.

Williams, Franklin and Faison; Schuhl and Schoenfeld.

Cause No. 1320, Garner Quelch and Co. v. P. S. Crawley; motion to set.

Williams, Franklin and Faison; Rodger and Haskell.

HEARING

Cause No. 1829, Chen Van Chee v. Wilkins Bros. & Co., Inc. Davies and Bryan; Rodger and Haskell.

EGYPT CASE ECHO

(Reuter's Service)

London, Sept. 15.—The Imperial Merchant Service Guild and the Mercantile Marine Service Association have decided to cooperate in any steps deemed desirable in the interests of the profession with regard to the seriousness of the charges against the Captain and officers of the Egypt in the finding of the Court of Inquiry.

Your Baby's Welfare.

Your dearest wish is for Baby to be well and happy. Then you must pay particular attention to his food, for his welfare depends as much on that as on anything. The 'Allenburys' Foods are practically identical with mother's milk—Baby's natural food. Baby could have nothing purer or safer than

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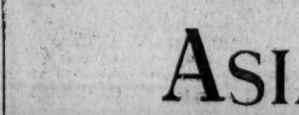

Trade Mark

AFTER VACATION

To undo the work of sun, wind and weather—this is the after vacation problem.

Nature is the great healer, but nature works slowly. Help is needed to more quickly restore the soft texture of the skin as well as to blend the tan of summer with the natural soft tints that have not been exposed to the weather. You will find here a variety of preparations such as *Hinds Honey and Almond Cream, Stillman's Cream, Othine, Glycerin and Cucumber Lotion, Pompeian Creams, Eagle Vanishing Cream, etc.* Let these help you solve the after vacation problem.

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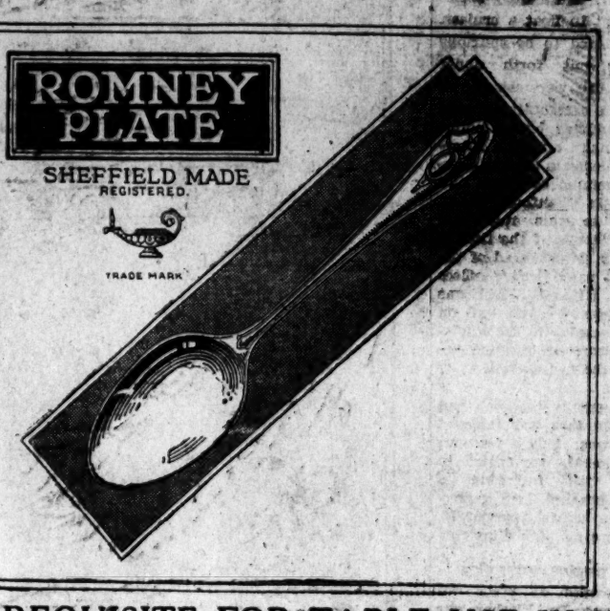
Phone C. 7097. P527 Nanking Road.

Lane, Crawford & Co., Ltd.

Sole Agents for China for the Celebrated

ROMNEY PLATE



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"THE SIGN OF SERVICE"

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GOOD COFFEE

IN THE MORNING MEANS A GOOD DAY an ELECTRIC PERCOLATOR Means Good Coffee

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Book on "Dog Diseases, their Care and How to Feed" mailed free to any address.

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ASIA LIFE INSURANCE COMPANY — EVERLASTING AS THE HIMALAYAS — INCORPORATED

A copy of our prospectus will be sent to you on request.

JUST BETWEEN OURSELVES

(No. 21 of a series)

"I don't carry life insurance—it's against my religion."

"YOUR type of religion is quite unknown to me, but if you say it is against your religion to protect your wife or widow, will your religion protect her?

"Why do you bother to go to your office six days a week if Providence will take care of your family? Don't you think there is as much chance of their being provided for now as after your death?

"First Timothy, Chapter V, verse 8, reads, 'But if any provide not for his own and especially for those of his own house, he hath denied the faith and is worse than an infidel'."

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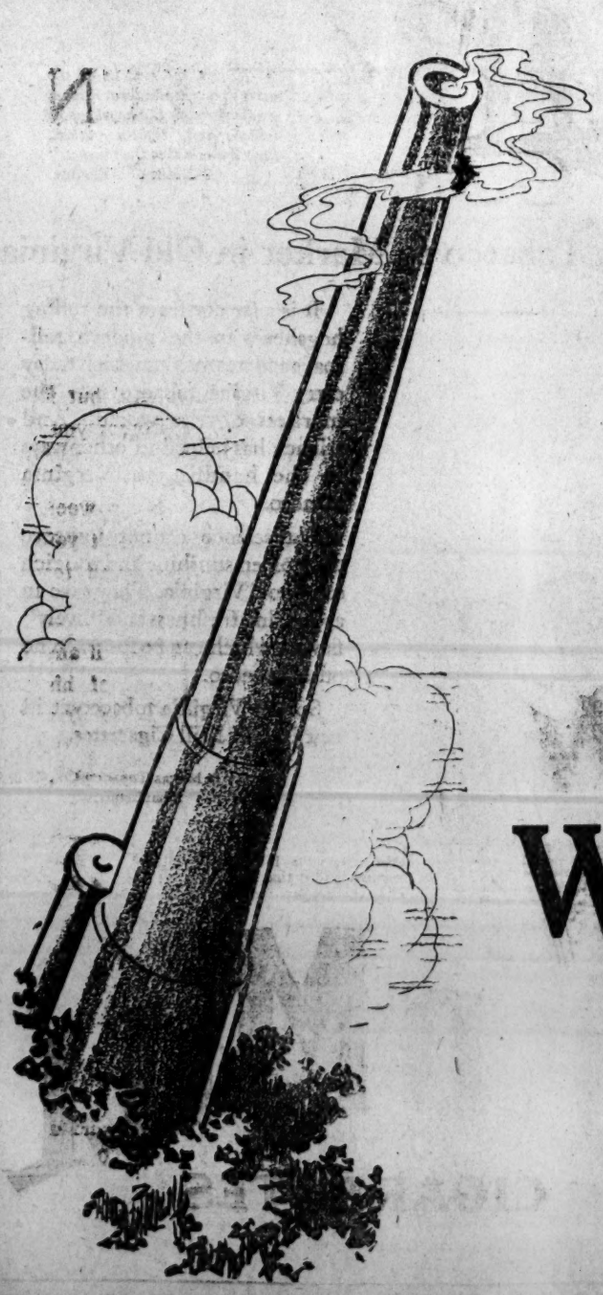
THE LAST TEN DAYS OF WING ON'S GREATEST AUTUMN SALE OFFERS

you thousands of opportunities to purchase your Fall supplies economically. In every department of the store you will find wonderful values such as have never been equalled in Shanghai.

Shop early—the store is less crowded in the morning.

Sale Ends September 27th.

WING ON Co. (SHANGHAI) Ltd.

UNIVERSAL PROVIDERS

NANKING ROAD

VAST QUANTITY OF SPURIOUS LIQUOR SEIZED IN RAID

(Continued from Page 1)

Veteran Scotch Whiskey
Casa Diaz y Hermanos Muscato
Bernard & Company's Orange Bitters.
Louis Roederer Champagne
MacLaren's Old Tom Gin
MacLaren's Dry Gin
Edwards and Co. Jamaica Rum
Casa Daiz y Hermanos Madeira
Finch's Golden Wedding Whiskey
MacLaren's Sloe Gin
Merveille Peach Brandy and Cherry Brandy
Lenoir and Cie Cognac
Armond Lacroix Absinthe
Merveille Creme de Menthe
Gonzales y Hijos Sherry
Marie Noyon and Cie Vermouth
A. Magnier and Co. Cognac
Merveille Apricot Brandy

Complete sets of labels for various liquors manufactured by Cruse & Fils Freres, Bordeaux, were also found and confiscated. They were all superimposed with "France" in red lettering and carried the alleged trade mark of the firm. They included Binot Blanc, Chateau Lafite, Barsac, Chateau Y'Quem, Pontet Canet, Chambertin, Margaux, St. Estephe, St. Julien, Pommard, Chateau La Rose Superieure, Macon, Medoc and Beaune among others.

The raid followed as a result of the discoveries made by the French and Municipal police when they raided two unnumbered Chinese houses on the Settlement limits off Yochow Road. The houses were said by police to have been either owned rented by Giesel and Company and used for godowns, and large stock of spurious liquor was found on the premises, according to the police, as well as labels and bottles. No dies were found.

At the same time alleged spurious liquors were found in the Chaufoong Road godown along with a mass of other paraphernalia, including dies for making the fake labels, matching the fake labels discovered in Yochow Road. Detective J. Dulinatz of the French police hauled 216 cases of vermouth and 44 cases of cognac away from the Yochow Road godowns, according to the French police and Detective Sergeant Beer of the Municipal police, who represented the Settlement police also discoverd and hauled away 75 cases of Adet, Seward & Company cognac.

An inventory of the liquor stocks will take several days and until that time the French police say it is impossible to estimate what, if any of the vermouth, cognac and whiskey are genuine liquors. They assert that with the exception of German beer practically all other liquors seized were manufactured on the premises.

ARTIFICIAL COLORS

In one room, which also contained cases of caps for bottles, printed wrappers and boxes of labels, were found the ingredients which the police claim were used in the manufacture of the booze.

THE CHINA PRESS reporters saw bottles of artificial flavor of various kinds, essences, coal tar colors, oil of juniper berries, oil of peppermint, orange bitters, and every other ingredient for manufacturing all kinds of liquors. Artificial flavors included those for creme de menthe, peach, cherry and apricot brandy while various coal tar coloring liquids were there—at least the bottles were so labelled. Most of the ingredients are from firms in the United States.

Several cases of corks were in the godown, each box being marked with the name of the brand for which the corks were evidently used. Corks were printed in a machine found in the building.

On the second floor of the Geisel godown are five large vats, at least one of them still containing some variety of liquor, probably a whiskey. On another vat was hanging a cardboard bearing a strip of paper which the police believe contains instructions for making some sort of fake booze. The card read:

Vermouth	21.50
Vin Sauterne	4.20
Spirits	.90
Water	3000

Filters and lies, stamps, labels, printed wrappers and other equipment were seized today, big motor lorries taking the stocks of liquor and machinery away.

LABELS ALSO SEIZED

Another complete set of labels seized was that of L. Chaponot Et Fils, Chalons sur Marne, France, another famous wine house. Whether Giesel and Company applied labels here to goods from Chaponot is not yet known but the labels were seized along with the others.

They include labels for bottles containing Chateau Leoville, Haut Sauterne, Pontet Canet, Chateau Y' Quem, Margaux, Chateau La Rose, Medoc, Sauterne, Brousac, Graves, St. Emilion, St. Julien and others with the noted "Superieure," which is the feature of every Chaponot label.

The police are investigating to determine if any of the labels were left from the stock of Reid's, Limited taker over by Giesel and Company.

DON'T BE A WALLFLOWER

BEGIN AT ONCE AND BE READY FOR THE DANCING SEASON.

All the latest dances taught quickly and correctly. Apply to Box 33, THE CHINA PRESS, or Tel. West 937.

MUTT & JEFF

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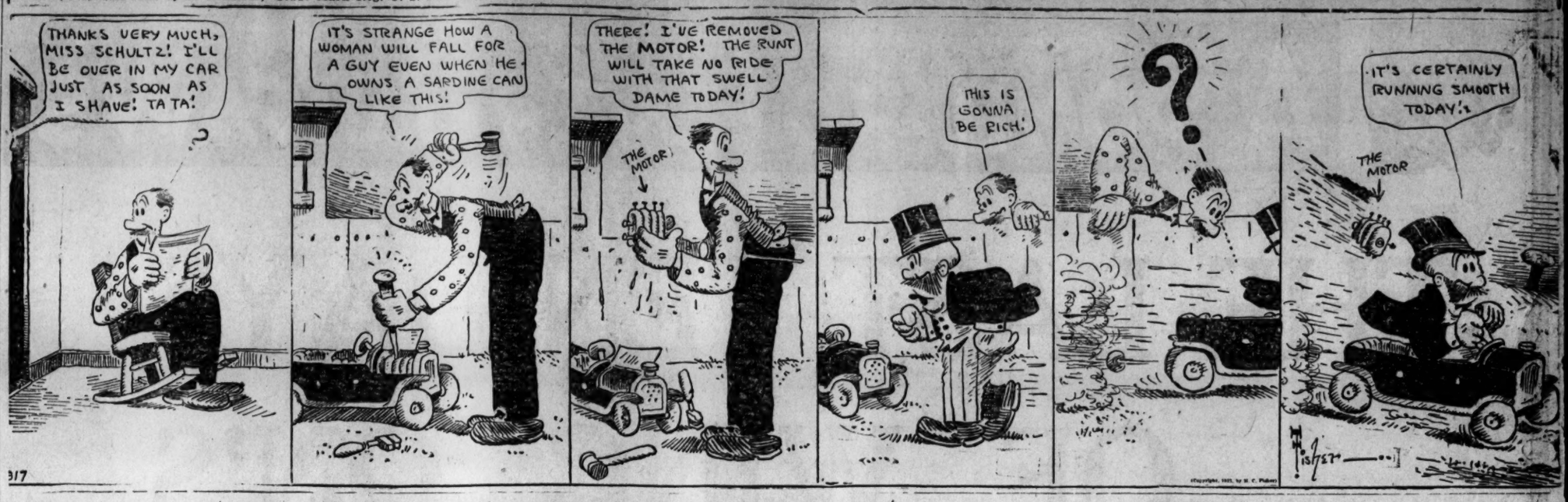
It Runs On Its Reputation

By Bud Fisher


THANKS VERY MUCH, MISS SCHULTZ! I'LL BE OUER IN MY CAR JUST AS SOON AS I SHAVE! TA TA!
IT'S STRANGE HOW A WOMAN WILL FALL FOR A GUY EVEN WHEN HE OWNS A SARDINE CAN LIKE THIS!
THERE! I'VE REMOVED THE MOTOR! THE RUNT WILL TAKE NO RIDE WITH THAT SWELL DAME TODAY!
THE MOTOR
THIS IS GONNA BE RICH!
IT'S CERTAINLY RUNNING SMOOTH TODAY!
THE MOTOR
Fisher

Australia Adopts Mining Ordinances

(Reuter's Service)

Sydney, N.S.W., July 15.—Ordinances dealing with mining, timber and other lands in the mandated territory of German New Guinea have been adopted by the Commonwealth Government. Great interest has been aroused in the ordinances which center in the provision controlling mining and including the regulations governing prospecting for oil.

The ordinance specifically excludes shale, petroleum and mineral oil from private industry, the right to search and exploit these deposits being reserved to the Government. The provisions regarding gold, silver and every kind of mineral, including opels and other precious stones, are framed on the State Mining Acts, and make allowance for miners' rights, consolidated miners' rights, gold mining leases and mining leases.

A new principle in island legislation is included in the land control ordinance, a clause having been inserted that enables the governor general to sell land in fee simple. Agricultural, pastoral, business and residential leases may be granted from Crown lands, subject to improvement conditions. The leases in most cases will be for 99 years except in the case of pastoral lands which are limited to 30 years.

The timber ordinance confers special rights upon the natives, and their lands, which contain valuable forests, are protected. Licenses are to be issued for cutting timber on Crown lands up to areas of 5,000 acres. The licensees must maintain saw mills on the property and the timber exported is liable to royalties to be fixed by legislation.

ROUBLES DROP

Riga, September 15.—The Soviet rouble suffered a catastrophic fall during the last twenty-four hours It is now quoted at 44,000,000 to the pound as compared with 29,000,000 yesterday.

Hughes Expects 100,000,000 In2022

(Reuter's Service)

Melbourne, July 17.—Under the capitalist system Australia is supporting twice as many people as it did 100 years ago, according to Prime Minister Hughes who in a recent survey of the condition of the Commonwealth, prophesied that 100 years from today Australia's 5,500,000 inhabitants will have grown to 100,000,000.

"Australia is the greatest food producing country in the world," said Mr. Hughes, "and its agricultural possibilities in certain fields are barely worked." As an instance Mr. Hughes mentioned that Australia was suited for growing a very fine cotton with a superior staple to that of American cotton, and he pointed out that Australia had available an area for the culture of this crop in excess of the area devoted to it in America.

Americans Buy Liquor Islands

(Reuter's Service)

New York, August 8.—Tight little isles in the sea, personally owned and controlled, are the newest retreats of Americans who seek to defeat the Volstead Act, according to Sir Harry Cordeaux, governor general of the Bahamas, and Lord Chief Justice Sir Daniel Tudor, who arrived today from Nassau.

Many wealthy Americans are buying or seeking to buy small islands in Bahaman territory, the Governor General said, explaining that the aridity of the United States was driving them to the sternest measures.

E.C. Pinkham Fined For Reckless Driving

Mr. E. C. Pinkham was fined G. $25 by United States Commissioner Nelson E. Lurton yesterday on a charge of driving his motor car in a reckless manner in Jessfield on September 4. The defendant did not appear in court.

Inspector Foley of the Bubbling Well police prosecuted the case and produced police witnesses who testified that the defendant was arrested after he or his chauffeur drove the car in a zigzag manner dangerous to other traffic.

Commissioner Lurton ordered the absent defendant to be arrested and ordered him to pay G.$25 and costs.

News Brevities

The Sze Ming Pao Chinese Daily News has suspended publication on account of its reorganisation.

* * *

The 2,400th anniversary of the birth of Confucius will be celebrated on October 17. The Shanghai Confucian Society has suggested the observation of the day by parades, lantern processions and other festive features.

* * *

An earthquake lasting one minute took place in Hangchow on Friday, according to the Eastern Times.

* * *

Two important meetings of sections of the American Woman's Club country fair committee will be held this week. The Quaker section will meet with Mrs. F. P. Bills on Wednesday at 3 o'clock, while the Dutch section will meet with Mrs. James Macbeth, 170 Bubbling Well Road, on Friday, also at 3 o'clock.

* * *

Dr. and Mrs. H. Fresson have returned to Shanghai.

* * *

Mr. E. M. Gull, secretary of the British Chamber of Commerce, and Mrs. Gull, have returned from a holiday in Japan.

* * *

Chinese authorities have refused to grant the Shanghai branch of the Chinese Seaman's Union a permit to hold a meeting in a Jukong Road theater.

* * *

A party of ten Japanese M.P.'s and two members of the secretariat of the Lower House are about to make an inspection tour in China, leaving Tokio on October 2, proceeding first to Fusan, and then to Mukden, Changchun, Harbin, Tsingtao, Tientsin, Peking and Shanghai.

* * *

The Imperial Household, says the Peking Leader, has lost many jewels and other valuables worth about $300,000. It has been discovered that these things were stolen by the eunuchs. The jewels lost were those that had been deposited in the inner treasury of the Yanghsin Temple, and strict inspection is enforced on the officials and employees passing through the Shenwu Gate. The leading eunuchs involved have all gone into hiding and the stewards of the household have sent out men to arrest them.

* * *

Mr. Robert Nichols, the poet and professor of English literature at the Japanese Imperial University, is expected to arrive at Tokio with his bride on September 18. Mr. Nichols was married recently while on leave in England.

* * *

The Banque Belge pour l'Etranger opened its new premises on Victoria Road in Tientsin on September 13 with imposing ceremonies at which many important Tientsin people, were present.

* * *

The following officers from disbanded Indian regiments have been posted to the King's Regiment, Hongkong.—Captain T. H. N. Deane, Capt. V. W. H. Verney, Captain W. O'Brien, M. C., Lieut. J. J. B. Gaffney, M. C., (?) Lieut. V. E. Benke, Lieut. H. A. Benke, Lieut. T. H. S. Jennings, and 2nd Lieut. F. C. Kerin.

* * *

The marriage will take place in Hongkong in December of Manning Milton, of H. M. Consular Service in China, and Mary D. Black, daughter of Mr. J. A. Black, of Lagarie, Dumbartonshire.

* * *

The King of Siam has conferred the 5th Class of the Order of the White Elephant on the Rev. Father E. A. Colombet, Pro Vicar Apostolic of the Assumption Church, Bangkok.

* * *

The Government has always been willing to encourage local enterprise and sometimes gets stung. $150,000 was lent to Malayan Oil Mills and $120,000 the Sand Lime Bricks Company. Both these loans will prob have to be written off—but they were in a good cause!—Malay Mail.

Ask Dismissal Of Chang Chien, Jr., For Alleged Loan

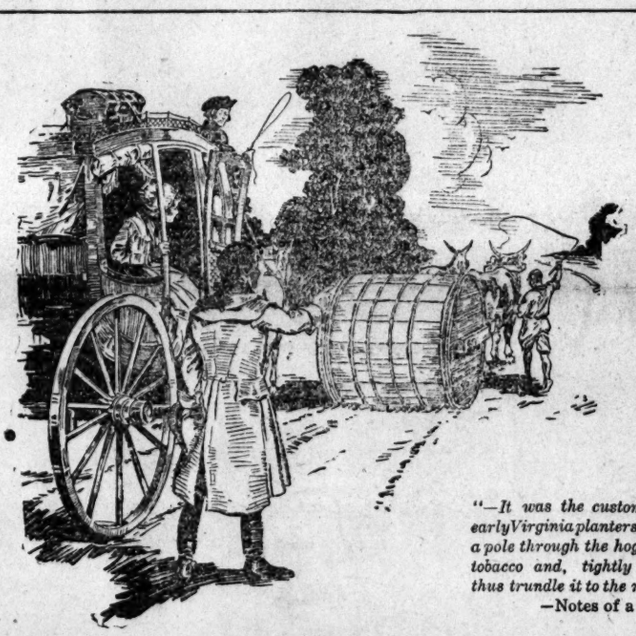
A protest has been lodged by Kiangsu residents in Peking with the Ministry of Agriculture and Commerce against the alleged negotiations between Mr. Chang Chien, Jr., newly appointed High Commissioner for the Investigation of Industrial Conditions in Europe, America and Japan, and the Japanese financiers for a loan. The petitioners ask that Chang be deprived of his new office in view of his alleged misconduct, and that the Japanese Minister be informed not to endorse any loans thus secured.

How to Prevent Seasickness

"KIRBY'S Sea-Sick Cure," a Simple, Safe Remedy, Stops All Motion Nausea and Sickness.

It is now admitted by doctors that the most effective remedy for seasickness, trainsickness, climber's dizziness, aerial nausea and all forms of motion sickness, is "KIRBY'S Sea-Sick Cure." The most severe tests have shown it to be infallible. It produces no depression or disagreeable after-effects. It is free from opiates, bromides, chloral and noxious drugs. It stops vomiting and nausea almost instantly, stops the headaches which usually follow, and permits the patient to eat freely and continue the voyage in comfort.

Sold by all Dispensaries at $1.50 a box of 10 doses.
Sole Props., Collins & Rose, London.



"—It was the custom of the early Virginia planters to thrust a pole through the hogshead of tobacco and, tightly packed, thus trundle it to the market."
—Notes of a Planter.

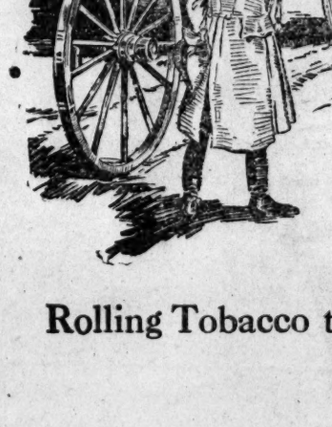
Rolling Tobacco to Market in Old Virginia

It is a far cry from the rolling hogsheads to the modern railroads and steamships which today carry Virgina tobacco into the markets of the world. And science has helped in other ways in the handling of Virginia tobacco.

But science cannot improve the golden sunshine and the rich soil of old Virginia. They give an appetizing freshness and "lively" flavour which can be found in no other tobacco.

Smoke Virginia tobacco at its best in Old Mill Cigarettes.

LIGGETT & MYERS TOBACCO CO., U.S.A.
Manufacturers



Also obtainable in vacuum sealed tins of 50 cigarettes.

OLD MILL
CIGARETTES

MOUTRIE PIANOS

'MOUTRIE" is synonomous with something apart from the ordinary, and means dependability, and your purchase guaranteed.

Is there a port in China without a MOUTRIE PIANO??

There is a reason for it, obviously THE BEST in China.

S. Moutrie & Co., Ltd.

Look for the "G-E Edison" trademark

It is a guarantee of
Lighting Efficiency
Current Economy
Long service

Your electric dealer sells them

OLYMPIC THEATRE

THE SENSATION OF THE WORLD
COMING IN NOVEMBER
FOR TEN NIGHTS ONLY

ANNA PAVLOWA

THE INCOMPARABLE

with her BALLET RUSSE

comprising

M. ALEXANDER VOLININE
M. PIANOWSKY
Mlle. HILDA BUTSOVA
M. VAGINSKY
M. ZALEWSKY

Conductor: M. THEODORE STIER

Mlle. Stuart	Mlle. Bartlett
Mlle. Coles	Mlle. Rodger
Mlle. Friede	Mlle. Ignes
Mlle. Glynde	M. Domoslawski
Mlle. Lake	M. Kunevich
Mlle. Fedorova	M. Algeranoff
Mlle. Griffith	M. Alexandroff

and others.

Leaders of the Orchestra:

THE MOSCOW TRIO

Ballets:

AMARILLA
FLORA'S AWAKENING
SNOWFLAKES
CHOPINIANA
MEXICAN FOLK DANCES
THE MAGIC FLUTE
COPPELLA
POLISH WEDDING
and
DIVERTISSEMENTS

Direction: A. Strok

BOXES: $35, $25 & $18. SEATS: $6, $4 & $2.

BOOKING at Messrs. Moutrie & Co.

FROM OCTOBER 1st.

Cosmopolitans Throng Hall Of Carlton Cafe To Attend Pan-Pacific Annual Tiffin

(Continued from Page 1)

T. C. McMillan, Lt. Jr. Gr. Ellis Reed-Hill, W. N. Derby, A. C. Mandeville and N. I. Stiles.

The full text of Secretary Huston's speech follows:

MR. HUSTON'S SPEECH

"When asked to make a few remarks on the occasion of the anniversary of the discovery of the Pacific Ocean by Balboa, I was in Peking delving into the archives of ancient Chinse history and noting the progress of her civilisation, dating back many thousands of years. It was naturally puzzling to know whether or not in the Orient a discovery of this recent vintage should be considered as a modern historical event. Be that as it may, I take it we are more interested in the Pan-Pacific problem of the present, and that we are afforded by an occasion of this kind not only the privilege of doing honor to the memory of one who contributed so much to the progress of world knowledge, but also to pause for a moment to view the wonderful progress, speaking from the Oriental viewpoint, since that recent date.

"History repeats itself, is a saying we have been frequently prone to believe, but certain history has already been made and the motives of territorial conquest' and exploitation for purely selfish reasons and the frequent reactions therefrom have now given way to the policy of a square deal for all—I might say constructive, not destructive, relationship.

"This change did not take place in a day. The business man first learned that his real profits did not come from the first transaction, and he therefore shaped his policies to insure a continued business. He next learned that he usually dug his own grave when he set out to bury his competitor. Thence came a policy of fair play between competitors. The advent of rapid communication soon brought him into close contact with his foreign competitors, and he expanded his foreign policies to conform with his domestic ones.

"The way was then paved for your Pan-Pacific Association, and your good work, supplemented by that of others, created the atmosphere suitable for the Washington Conference. Governments cannot stand against a sustained public opinion, and you have here, with the best element of almost every foreign nation represented, a wonderful opportunity to constructively influence your governments at home.

"A few years ago, the fur seals in the Pacific waters were facing total destruction. Four nations hold a conference and entered into a treaty agreement which has resulted in a profit to the contracting powers of more than a million dollars, per annum, and the seal rookeries have been replenished by more than four hundred percent.

"Millions of our people tributary to Pacific waters are dependent upon fish for a substantial amount of their food supply. This industry is facing a situation comparable to a degree with that of the fur seal.

"Questions of this kind and many others of equal or even greater importance have prompted the Pan-Pacific Union to call an important conference in Honolulu next month, and I am glad to find it is receiving the same consideration here that is being given to it on the other side of the Pacific.

"The United States Department of Commerce under Secretary Hoover is endeavoring to do its part in furthering the era of good feeling and stable relationships in the Orient.

"It is permitting industry to nominate men for positions in the Bureau of Foreign and Domestic Commerce where they are able to view foreign problems governmentally. When these men return to their previous positions, or go to foreign assignments, they are imbued with the idea that the policy of our business men should be to put the best we have into the foreign service, and that foreign business should be conducted on such a high plane as to beget mutual confidence.

"The cables brought us news yesterday of an event in Washington which is concrete evidence of the more cordial attitude of our country towards its Oriental friends in the matter of trade relations. I refer, as you have no doubt already divined, to the action of the Senate in approving the conference report on the so called China Trade bill, with whose terms and purposes you are so familiar that it is unnecessary for me to even refer to them. There is no doubt of the President's approval of this measure, and you of course know this Department's attitude towards his measure, for its approval, as well as the sanction of the State Department, was given to the measure even before it started along its legislative way.

"There are gentlemen here whom, I am informed, had an intimate part in the shaping of that legislation, and they are to be congratulated upon the good work they have done. Of course, the measure as it now goes to the President is somewhat changed from the form in which the business men of China wished it passed, but that is more often than not the fate of a legislative measure. But it is far more than a good beginning; it lays down a vital principle which the country will follow in the development and extension of its trade with this country, and you of course know that once the principle is established, from time to time the act can and this one undoubtedly will be amended until it more nearly coincides with the desires of those of you out here who have urged this legislation and will them give an even greater impetus to the commerce we on both sides of the Pacific wish to see built up.

"No doubt many of you may have wondered what can be the objective of an expedition of the kind of which I happen to be a member. In a word, that objective is to make a first-hand study of just those international commercial and economic problems about which we have been talking. When those observations are completed, they will be put in the form of a report to the head of the Department of Commerce, Mr. Hoover, and we hope may form the basis for recommendations by him that will eventuate in definite legislation and improved regulations relating to trade that will make the flow of international commerce not only easier, but greater and more profitable to all concerned.

"Our party first visited Alaska to make a careful study of the mining and fishing interests there, after which we visited the Pribilofs, Commander and Robben Islands, the only three places in the northern hemisphere where fur-bearing seals are now found. Observations were also made of fisheries in the Asiatic Pacific waters, after which we have been making a first-hand study of commercial affairs. A successful business man frequently visits his own representatives abroad, and I am not only here to confer with representatives of the Department of Commerce, but to talk to the American business men who have gone abroad. I want to learn the wishes of our own customers in the foreign field, and the viewpoint of those from whom we buy. The question of international trade in its final analysis is but the development to the superlative degree of the old game of barter between two individuals, and for the best results to be attained, all nations concerned and all parties involved should know those with whom they are dealing. If we know what will best suit our customer, we can supply his needs satisfactorily, and he will continue to be our customer and our friend. By the same token, if we know from our own investigations the things over here which will best fill our wants, we can buy more advantageously, with mutually satisfactory results, increasing dividends and a cordiality of business relationship.

"I have been impressed with your splendid buildings, the finely paved streets, the large number of automobiles and the general atmosphere of progress and prosperity in evidence here. It has also been a privilege so soon after my arrival to have the opportunity of meeting such a large number of your representative men of affairs. On behalf of all the members of our party, accept our thanks for the courtesies which you have shown us since our arrival, for I assure you we appreciate them most cordially."

ANNUAL REPORT

Mr. Fitch's annual report was as follows:

"Sometime I would like to write the history of the Pan Pacific Movement and its development in Shanghai. It will be done some day—of that I have not a doubt. And it will make interesting reading—interesting to those who have the mutual good will of all Pacific peoples at heart.

"Perhaps I might be pardoned if I took time to review a few facts with regard to the movement. Nearly ten years ago Dr. Amos P. Wilder, then American Consul General in Shanghai, called a small group of friends together and suggested the founding of an International Tiffin Club, to be called, for want of a better name, the Saturday Club, the object of this organisation being to promote acquaintance and to consider topics of interest to both Chinese and foreigners. Of that group of nine, I see here today only one besides myself, Mr. M. T. Chung. The others were Dr. Wu Ting-fang, Mr. C. C. Nieh, Mr. Y. C. Tong, Dr. F. L. Hawkes Pott, Mr. C. M. Bain and H. F. Merrill.

MEETING IN 1913

"The first meeting was April 12, 1913, with an attendance of fifty-six. Interest grew with each succeeding meeting and so did the attendance.

"Just a year later, after an even dozen of the meetings had been held and speeches had been heard from many an important visitor and local celebrity, a group of members gathered together to consider enlarging the interests and activities of the organisation. This was largely the result of the visit of Mr. Alexander Hume Ford, Editor of the Mid Pacific Magazine and founder of the Hands Around the Pacific Club in Honolulu. It was suggested that a society be formed which would have as its object the promotion of the general advancement of China, particularly to stimulate local transportation organisations, hotels, etc. to acquaint the travelling public with Shanghai and vicinity, and to this end improve facilities so that visits to Shanghai might be more convenient and profitable. In this Dr. Wu Ting-fang, Messrs. Tong Shao-yi, Y. C. Tong, M. Y. Chung, F. J. Raven, R. Middleton and K. Kanaki were particularly active and after three or four meetings evolved a constitution which they were prepared to submit to the members of the Saturday Club.

"Unfortunately the war prevented our proceeding further at that time, and it was not until February of 1920 that the idea was taken up again.

"In the meantime, out of the Hands-Around-the-Pacific Club, Mr. Ford had evolved the Pan Pacific Union. The name and objects made a strong appeal. The Advisory Committee of the Saturday Club met at the homes, first, of Mr. E. S. Little, then of Mr. Tong Shao-yi, later that of Mr. Arthur Bassett, redrafted the proposed Constitution of the China Advancement Society, and on August 1 the first meeting of the Pan Pacific Association, Shanghai, was held and the Constitution formally adopted.

HAD SECRETARY

"During the first year we were fortunate in having Mr. A. G. Loehr as Executive Secretary, and he did much to stimulate the various committees into activity and arouse general interest in the community in the objects of the Association. Unfortunately he was oblized to resign and it has not been possible to find a suitable man to take his place.

"Last year, therefore, was not as active as the year before. However, we have not been idle by any means. In addition to the meetings of the Board of Directors, general meetings under the direction of the Entertainment Committee have been held. It might be interesting just to review the Chairman and speakers. Mr. C. F. Hsu, Commissioner for Foreign Affairs presided at the first and was followed by Mr. E. S. Little, Mr. O. M. Green, Mr. V. G. Lyman, Mr. David Z. T. Yui and Admiral Tsai Ting-kan. The speakers included Major General Wm. W. Black, Dr. Mary E. Wooley, President of Mt. Holyoke College, Dr. Kenyon L. Butterfield, President Massachusetts Agricultural College, Dean Walter Williams of the University of Missouri, Dean William F. Russell, University of Iowa, Mr. Fred B. Smith, the members of the International Student Team to Peking, including Dr. John R. Mott, Dr. V. K. Wellington Koo, and Mr. Julian Arnold. At one meeting there were nearly six hundred in attendance.

COMMITTEES ACTIVE

"The various Committees have also not been altogether idle. The Roads Committe has developed into the Good Roads Movement of China. We shall hear a report of the work of this movement shortly from its secretary, Mr. Wu San. The Museum Committee is undoubtedly responsible in some measure for the present interest in Shanghai in a museum of art and natural science, for the idea was first introduced privately by the Board of Directors two years ago, and later publicly at the last annual meeting. The work of the educational, publicity, tourist bureau and membership committee I shall not take time to enlarge upon now. As a matter of fact they have been quiescent owing to the lack of an Executive Secretary.

"We now come to the financial part of this report—the least agreeable of all I am afraid. Were Mr. K. P. Chen here I would shift the responsibility for the unpleasant task of telling how the balance happens to stand on the wrong side of the books to him. Had we been able to keep Mr. Loehr it might have been a different story, but we became involved in a big program and suddenly found ourselves without the equipment to carry it out. Our debit balance, which stands at $327 has largely been caused by the publication of "China—A Sourcebook of Information", which we have not succeeded in marketing completely as yet. There is no reason, however, why the remaining copies should not be sold and sold quickly, for it is an extremely valuable little book of one hundred pages, one that every resident of Shanghai should possess. And once we succeed in selling our stock in hand we shall have no deficit.

FORD LIKES BOOK

"Mr. Ford was so taken with this book that he purchased ten copies himself, and asked that members subscribe to as many copies as they can to send to the delegates to the coming Pan Pacific Commercial Conference to be held in Honolulu, October 2 to November 8. Mr. Ford said that we could advertise China in no better way than this, and that the gift would be greatly appreciated. Mr. H. Y. Moh, who will officially represent us at the conference has agreed to take these books with him and see that they are carefully distributed. A number of our Directors have adopted his suggestion, and subscribed for ten copies each. The rest of you will be given the same opportunity and are requested to fill in one of the blanks which have been distributed to you and leave it with Mr. Li at the door before you go out. Those who desire to do so may obtain copies for themselves at this time.

"Once again I would urge you all to assist in the promotion of the ideals for which the Association stands throughout this entire community. Every citizen of Shanghai should be a member of the Pan Pacific Association and we can each do our part in working toward that goal. If you have a friend who is not a member, see that he joins up at once."

FORD'S MESSAGE

Mr. Ford's message which was read by Mr. H. B. Campbell was as follows:

"The invitation of the Pan Pacific Union to the Chinese people to participate in the Pan Pacific Commercial Conference has been transmitted through the State Department and China has appointed an official head to the delegation from your country.

"China is the most populous, as it is the oldest, commercial country of the Pacific. Rapidly the theater of the world's commerce is centering in the Pacific. The lands about this great ocean where live more than half the world's population, are coming into their own. We will be called upon in the future to feed and clothe the world. Let us be prepared. Let us work together. Let us co-operate rather than compete. China understands this and we wish her help and advice at the coming Commercial Conference.

"As China is struggling toward a national life with national ideals, let us about our common ocean strive to create a Patriotism of the Pacific. President Harding, one of the heads of the Pan Pacific Union, gives us as a keynote the slogan 'Conscience in Commerce.' Without this there can be no real lasting friendship among people who trade with each other, and we of the Pacific are traders.

"America and the other countries of the Pacific are sending able financial and commercial leaders to meet each other in Honolulu at the ocean's cross roads, to be together in friendly conference from October 23 to November 8. In behalf of the Pan Pacific Union, and of its President, the governor of Hawaii, I wish to urge the Chambers of Commerce in China, the Bankers Associations, the Commercial Colleges and the Press to send their delegates to meet and confer with those who will travel from every country about the Pacific to meet you in Honolulu next month.

"Surely the Pan Pacific Association of China could do no greater service to your country than to get behind this movement to have China take her proper place, an equal of any land about our ocean, and send her proper quota of delegates to the meeting of the commercial leaders from the Pan Pacific area.

"Today all around our ocean there are gatherings such as this at which there are five-minute speakers from each and every Pacific land telling such audiences why their city is a better place to live in because of the presence of men of all races from Pacific lands.

"At many of these meetings the delegates to the commercial conferences are the speakers.

"I will close by giving you Secretary of Commerce Herbert Hoover's message for this day and occasion, a message I trust that will be duplicated in kind next month in Hawaii by the representatives from each Pacific land.

"Mr. Hoover writing to us on the significant Pan Pacific commercial problems of the United States says:

"'America's chief need in the

(Continued on Page 8)

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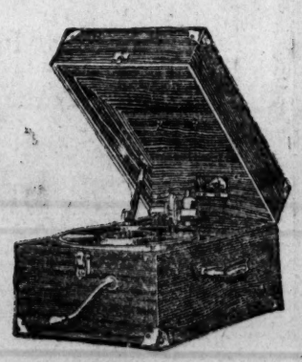

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ONLY FRINGE OF CHINA TOUCHED ASSERTS TIMES

Customs Report Indicates Huge Trade Increase To Come Is The Opinion

(Reuter's Service)

London, Sept. 15.—Striking figures from the latest Customs report on the trade of China have been extracted by Mr. David Fraser and published in the Times.

The Times commenting on these figures, points out the remarkable expansion of China's foreign trade in spite of the political troubles of the past ten years and says that all observers in the Far East are unanimously of the opinion that the fringes of the country only have so far been exploited commercially.

The paper thinks that the interest in this great field seems far below what it might be, considering what opportunities are provided for a nation of manufacturers whose business is still stagnant in consequence of the war.

It is shown that China's foreign trade, even in the present disadvantageous circumstances, ranks among that of the first half-dozen trading nations of the world.

Hope is expressed of a settlement between the North and South which, the paper declares, would have a magnetic effect on trade. Manufacturers and merchants are advised to keep a close watch in this region of much promise.

The paper is pleased that the latest news from China is less gloomy and states that it detects a ray of light in the fact that the present Government includes the enlightened men of the younger generation, earnestly seeking to restore normal conditions.

Wants Rubber Internationalised

(Reuter's Service)

London, Sept. 16.—At a meeting at the offices of the Rubber Growers' Association here today Mr. E. B. Davis, from New York, explained and advocated a scheme for the formation of a big international company for the stabilisation of the rubber industry. He declared that if the leaders of the industry, or a substantial proportion of them were able to get together here they would receive ample support from the United States.

It was finally decided further to examine the proposal at another meeting on September 20 on the condition that the participants were not committed to endorsing the scheme.

Mr. Davis is attending a similar conference at the Hague on September 18.

Pennsy Signs Pact With Brotherhoods

(Reuter's Service)

Washington, Sept. 16.—The Pennsylvania Railroad has signed a working contract governing wages for the coming year with representatives of all the four railway brotherhoods.

SOVIET HARVEST

(Reuter's Service)

Berlin, Sept. 16.—At a festival in Moscow to celebrate the close of the harvest, the President of the All-Russian Executive Committee yesterday announced that the harvest had yielded 47,000,000 tons. The Famine Relief Commission would consequently be abolished. Arrangements were being made to begin export of the grain.

ADMIRAL LEAVES

(Reuter's Service)

London, Sept. 16.—Admiral Keizo Kobayashi, Naval Attache to the Japanese Embassy for many years, departed for Tokio yesterday to take up a position in the Admiralty. He was seen off by several Japanese diplomats and representatives of the British Admiralty and Foreign Office.

TARIFF BILL

(Reuter's Service)

Washington, Sept. 16.—The House of Representatives passed the Fordney Tariff Bill today by 210 votes to 90.

SENTENCED TO JAIL

S. S. Whitten, a sailor from the President Madison, was sentenced to 30 days in jail by United States Commissioner Nelson E. Lurton today on charges that he was drunk and disorderly in Wayside district.

Mme. KELVEY School of dancing. Professional teacher Modern, Classical, Character, Clog, Buck, Ballet Toe dancing. Pupils trained gracefully individual style developed. Terms moderate write for appointment Box 49, Ch. P. O.
51506

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NO, NO! NOT TO THE BARN! - TURN IT IN - TO CASH IMMEDIATELY! A SMALL AD IN THE PAPER 'LL DO IT.
WELL, LIL' MAN - I PUT THE AD IN ALRIGHT, BUT I BET IT'LL DO NO GOOD, WHO WANTS AN OLD STOVE ?
KNOCK
KNOCK
SURE! I'LL SEND A MAN FOR THE STOVE THIS AFTERNOON, AN' MUCH OBLIGED TO YA !

BUSINESS OPPORTUNITIES

FOR SALE. Small first class private hotel. Newly furnished Up-to-date accommodations with hot and cold water services. Centrally located. Excellent opportunity for any one who will personally supervize the business. Apply to Box 399, THE CHINA PRESS.
51949 S 21

PROFESSIONAL

DANCING lessons wanted by gentleman. Apply to Box 424, THE CHINA PRESS. 52000 S.19

WELL educated young lady wishes to give lessons in German language. Please apply to Box 28, THE CHINA PRESS.
52003 S.17

FRANCAISE, well recommended teacher, gives special French conversation by natural method, success guaranteed. Address Box No. 352, THE CHINA PRESS.
51861

ENGLISH gentleman desires lessons in up-to-date dancing from young lady teacher, also in French conversation. Address Box No. 413, THE CHINA PRESS.
51983 S 19

ENGLISH lady gives dancing lessons to children and adults. For particulars apply to Box 405, THE CHINA PRESS.
51960 S 1

EXPERT-TYPIST, (Winner of Remington Accuracy Test) undertakes typewriting, mimeograph, and private codes compiling work. Telephone North 1173, room No. 21, out of office hours.
51850

DANCING Young lady gives lessons in modern ball-room dancing Highly trained by best teachers of Europe and America. Success guaranteed. Terms moderate. Address Box No. 151, THE CHINA PRESS.
51906 S. 19.

RUSSIAN gentleman, experienced teacher, capable German, French languages, gives lessons, preferably to children. Apply to Box 363, THE CHINA PRESS.
51879 S 17

USED CARS

WANTED to buy, light car, in guaranteed good condition. Address Box No. 422, THE CHINA PRESS. 51996 S.17

BUICK six cylinder, 5 seater, in excellent order with a guarantee certificate of two years. Taels 1,600.00 or nearest offer. Apply to Princess Theater, 4 Woochang Road.
52013 S 20

FOR SALE. One closed "Citroen", two-seater, 10 H. P. One limousine "Dion Bouton", five seats, 12 H. P. Both practically new and in perfect running order. Apply to Box 394, THE CHINA PRESS.
51943 S 17

FOR SALE. Scripps-Booth. 2-3 seater, overhauled and repainted. Tls. 650. Apply to Box 361, THE CHINA PRESS.
51877 S 19

FOR SALE. Chevrolet sedan 5 seater, 1920 model. First class condition & perfect running order. Apply A. R. Harris, No. 1 Bund. Tel. No. C. 215.
T. F. 44

SITUATIONS VACANT

BRITISH family requires the engagement of a French girl for care and upbringing of a 3 years daughter. An amah is also employed. Replies to Box. No. 423, THE CHINA PRESS.
51999 S.17

WANTED. SUB-EDITOR and REPORTER for Hongkong Daily Newspaper. Apply Box No. 440 Care THE CHINA PRESS.

WANTED: Mechanical—Engineer for outport. Must speak English or German. Apply to Box 386, THE CHINA PRESS.
51224

WANTED compradore or capitalist with 8,000 to 10,000 Tls. for opening first class European bakery, cafe and confectioner's shop, biscuit and chocolate factory Apply to Box 416, THE CHINA PRESS.
51937 S 19

SITUATIONS WANTED

COMPETENT typist (young lady) looks for immediate employment. Has knowledge of coding, filing. Apply to Box 409, THE CHINA PRESS. 52003 S.17

EXPERT filing and cable clerk well recommended by a large firm, with 7 years experience in office routine, knowledge of four languages seeks engagement. Apply to Box 341, THE CHINA PRESS.
52006 S 17

COMPETENT stenographer and office man desires position. Good references. No objection to outport. Reply to Box 404, THE CHINA PRESS.
51959 S 19

POSITION wanted by a young man. Good knowledge of shipping, customs and general office work. 4 years experience. Knows Russian language well. Apply to Box 408, THE CHINA PRESS.
51964 S 21

POSITION wanted by experienced export compradore in China products, laces, embroideries curios, pongees, etc. Have had wide connections with Chinese dealers. Positions of similar capacity but not exactly compradore will also be considered. Apply to Box 395, THE CHINA PRESS.
51945 S 22

YOUNG lady with little experience desires position as a typist in an office. Apply to Box 368, THE CHINA PRESS.
51889 S 17

EURASIAN, (18) who holds one of the best local certificates in English, and speaks Japanese fluently, seeks position as a general assistant or an interpreter in any office. Excellent references. Apply to Box 343, THE CHINA PRESS.
51842

EXPERIENCED bookkeeper, speaking German, French, Russian, perfectly, understanding English, seeks employment. Outport no objection. Apply to Box 362, THE CHINA PRESS.
51879 S 17

A Chinese lady, age 36, seeks position as mothers help to children, experienced, can assure satisfaction. Address Mrs. Muller, 59, Ying Ka Jau, Den Yu Li, Woosung Road Extension.
51841 S 17

HOUSES WANTED

WANTED, in French town, 6 or 7 roomed unfurnished house with modern conveniences. Apply to Box 406, THE CHINA PRESS.
51961 S 17

WANTED unfurnished house 5-7 rooms. Apply to Box 389, THE CHINA PRESS.
51932 S 2

SMALL house or flat fully furnished wanted for married couple (no children). Occupation beginning or middle of October. Address Box No. 417, THE CHINA PRESS.
51989 S 17

WANTED to rent by Chinese couple, 4-5 roomed house, furnished or otherwise, with all modern conveniences in French town or Western district, near tram preferred. Apply to Box 393, THE CHINA PRESS.
51941 S 20

WANTED to rent 3-5 roomed house with garden from about October 15th in Western district or near Hongkew or Wayside Park. Address Box No. 369, THE CHINA PRESS.
51894 S 19

ROOMS WANTED

YOUNG gentleman wants room with bathroom and board, in private family Western district preferred. Apply to Box 424, THE CHINA PRESS.
52011

WANTED two or three unfurnished rooms with kitchen and bath Central or Hongkew. Apply to Box 358, THE CHINA PRESS.
51973 S 17

APARTMENTS TO LET

TO LET from October 1st furnished flat of two rooms with bathroom and kitchen. Apply to 134 Bubbling Well Road.
51993 S 19

TO LET, unfurnished flat of two rooms with verandah, modern bathroom and flush closet attached. Route Doumer, near tram lines Garage if desired. Apply to Box 433, THE CHINA PRESS.
52010 S 17

TO LET. A modern two roomed unfurnished flat, with kitchen, facing South, in French Concession near the Bund. Modern bathroom fixtures, geyser installed. Taxes, light and water, etc. included in rental. Apply to Box 436, THE CHINA PRESS.
52014 S 17

TO LET, in private family, large, well furnished flat of 2 or 3 rooms, with bathroom attached, 2 verandahs, garage. Full board. Apply 292 Avenue Joffre.
51990 S 22

TO LET, near Hongkew Park unfurnished flat, 2 rooms, kitchen, bathroom and verandah. Apply to Box 418, THE CHINA PRESS.
51991

TO LET, from 1st. October. In private family, unfurnished (or furnished) flat of two very nice rooms, with kitchen, modern bathroom, and flush toilet attached. Telephone and garage. (Route de Souers, corner of Avenue Joffre). Phone W. 523. from 10-12.
51968 S 17

TO LET, Bubbling Well Road 192A, well furnished comfortable flats with all modern conveniences and also single rooms. Full excellent board served privately.
51926 S. 20.

TO LET, well furnished flat with kitchen, bathroom and verandah. Also taxes, lights, water included. Low rental. Apply 36, Ward Road.
51596 S 20

TO LET, in Central district. Three roomed partly furnished flat. Apply G. N. Marshall. Phone Cent. 2029.
T. F. 32

OFFICES, ETC., TO LET

OFFICES to let, ground floor, 14 and 16 Canton Road, all space ground floor No. 16 and half space No. 14, containing about 4,500 square feet, will let as a whole or will subdivide, rent reduced. Apply J. T. Hammond, 5 Jinkee Road.
51997 S 20

TO LET, one very small office Central district. Rental Tls. 14.00 per month, including tax, light, etc. Apply to Box 411, THE CHINA PRESS.
51979 S 19

TWO desirable connecting airy office rooms to let, Central location. Apply to Box 415, THE CHINA PRESS.
51985 S 19

TO LET with early occupation second floor of No. 2 North Soochow Road. Low rental. Apply premises.
51974 S 19

ONE large, light and airy, front office room at the corner of Nanking and Szechuen Roads, Moderate rent please apply telephone C. 6740.
51988 S 20

TO LET: An excellent, light, unfurnished building with godown and kitchen on 502 Honan Road, suitable for foreign firms or similar occupations, situated conveniently for all trades. Apply to Mr. F. L. Chur, c-o American Foreign Insurance Association 3 Canton Road.
51976 S 17

TO LET. Modern large and small offices. Moderate rents. Apply to Shanghai Industrial Banking Corporation, 18 Kiukiang Road.
T. F. 16

HOUSES TO LET

TO LET. Modern six roomed house in Bubbling Well district. Rent taels 100.00. Fixtures to be taken over. Occupation on first. Apply Box 435, THE CHINA PRESS.
52012 S 17

HOUSE to let. Nine roomed modern residence with tennis, vegetable garden, garage, servants' quarters. Best locality, French town. Rent three hundred taels. Apply to Box 379, THE CHINA PRESS.
51918 S 20

FOR RENT: 5-room nicely painted and well located house. Available garage. No key-money. No furniture to be bought. Fixtures to be paid at cost, rental Tls. 70. quiet surroundings. Boundary Terrace, 5 Available 1st. October. Apply to Box 410, THE CHINA PRESS.
51971 S 19

HOUSE to be let, possession immediately. 4 rooms, kitchen and bathroom. Furniture and fittings to be taken over at low price. Please apply to 43, Ward Road.
51858

TO LET: New seven room house, Western district, garden, garage, modern plumbing. Lease expires December 31, 1924. Rent Tls. 165.00 per month. Address Box No. 392, THE CHINA PRESS.
51940 S 17

HOUSE to let, six rooms, 3 bathrooms, 2 verandahs, 3 servants' rooms, tennis court, telephone. All modern conveniences. 65 Route Vallon side by side French Club. Apply 4-7 p.m.
51914 S. 20.

TO LET or sell newly built houses near French Park and tramway line equipped with all modern conveniences, hot water heat in every room, garden, garage, etc. For full particulars apply to Eastern Commercial Corporation, 62 Kiangse Road, at 2 to 3 p.m.
51929 S. 30.

TO LET, New semi-detached houses in Western district, for immediate occupation. Equipped with all modern conveniences. Garden, garage, etc. For further particulars, please apply to THE SHANGHAI TRUST COMPANY, No. 9 Ningpo Road.
51780 S 28

TO LET newly built houses in terrace Rue Chapsal and Observatoire corner. Two living rooms, two bedrooms, large attic-room and two bathrooms. All modern conveniences. Front row Tls. 100.00 Back Row Tls. 110.00 Available 1st October Apply to Algar & Co., Ltd.
51819 S.17

HOUSES FOR SALE

A new modern 6 roomed detached room, and flush toilet attached on about 7 mow of land. Western district, close to Gordon Road Police Station. Apply to Box 409 THE CHINA PRESS.
51970 S 22

MISCELLANEOUS

NEW YORK milliner takes order and latest hats from America. Reasonable. Call 7.30 to 1 p.m. 36, Scott Road.
52009 S 17

APARTMENTS WANTED

UNFURNISHED flat wanted in Hongkew district with bathroom and kitchen, by quiet married couple. Please state particulars Apply to Box 438. THE CHINA PRESS.
52016 S 17

FURNISHED or unfurnished flat of 3-4 rooms in respectable house with quiet, location, garden and all modern conveniences. Wanted Immediately by young married German couple. Please reply to Box 407, THE CHINA PRESS
51983 S 19

ROOMS TO LET

TO LET. Newly furnished bed-sitting room in private British family. Dixwell Road, suitable for married couple or bachelors. Terms moderate. Apply to Box 432. THE CHINA PRESS.
52008 S 20

TO LET in Western district minutes from Race Course and trams—one very nice large double room, with separate sleeping room, verandah and bathroom, with full board. Tennis and Telephone and garage if desired. Suitable for two bachelors or married couple. Also one small room suitable for young gentleman. Apply to 47, Weihaiwei Road. Telephone West 1227.
52017 S 17

TO LET. A large unfurnished room, with attached bathroom, in French Concession close to Bund. Moderate rental. Apply to Box 437, THE CHINA PRESS.
52014 S 17

TO LET, one large room with verandah, well furnished, all conveniences. Telephone. Board optional. Please apply 2, Astor Terrace.
52015 S 17

LARGE beautifully furnished bed sitting room. Central, without board. One unfurnished room. Apply to Box 421, THE CHINA PRESS.
51995 S.17

SINGLE and double rooms, private bathrooms 75.00 to 100.00 per month, with board, without board optional. 312 Avenue Joffre. Telephone West 2855.
51631 S 30

TO LET, large and small well furnished rooms. Excellent food served. Terms moderate. Apply to Mrs. M. Kelley, No. 22d Range Road.
51888

TO LET one or two rooms, well furnished, all conveniences, to telephone. Board optional. Available from 1st October. Western district. Apply to Box 375, THE CHINA PRESS.
51904.

TO LET, at 103 Bubbling Well Road, with board, large well-furnished room with private bathroom attached. Suitable for married couple or two bachelors. Excellent table, good service. Please call at above address or 'phone West 805.
51881 S 19

TO LET: Very nicely furnished bed-sitting room, with verandah, meals served in room, private family near French Club. 486, Rue Auguste Boppe. Phone West 2545.
51834 S 23

ROOMS TO LET

Connaught House

8 and 9 Quinsan Gardens. Vacant one large front room facing South, with bathroom and verandah attached, Apply Mrs. G Pollock.

14 and 15 Quinsan Gardens

TO LET

With full board, large and small rooms with bathrooms and verandah. Tel. North 432.

TO LET

ONE large room, furnished, with full board, in Western district, for married couple or two bachelors. Tennis and garage. Apply to Box 425, THE CHINA PRESS.

BOSTONIA

61, Carter Road.

TO LET: Suite of two large rooms and bath and large South room with verandah. One small room now vacant. Phone West 883.
50375

ORIENTAL HOUSE,
31 Boone Road,

Two large rooms, one front and one back, facing garden, also small room with bath attached, hot, cold water. With or without board, suitable for married couple or two bachelors. Table under the personal supervision of the American proprietress. Tel. North 1102.
51898 S 19

TO LET, three rooms and kitchen, monthly rent 29 Tls. Furniture to be taken over at a reasonable price. Apply to 307G, Avenue Joffre, or calls from 4 to 5 p.m.
51975 S 19

TO LET, well furnished rooms, one big, one small, with bathroom and telephone. With board if desired. 31, Wayside Road.
51936 S 19

TO LET, furnished room, private bathroom, verandah. With board or without. Apply 3 Young Allen Terrace, opposite Quinsan Garden.
51912.

TO LET, two large rooms and verandah. With or without board Apply to Mrs. Dontsoff, 18, Range Road.
51939 S 17

BOARDING house. Pension de famille. 375, Avenue Joffre. Phone: W. 404. Small and big rooms, with full board.
51878 S 19

8 Love Lane, Bubbling Well on tram line. Large, newly furnished rooms with private baths and verandahs, facing South. Excellent Board.
51856 S 17

EXCHANGE AND MART

PERAMBULATOR for sale. In good condition. Address Box No. 414, THE CHINA PRESS.
51984 S 19

FOR SALE: Houseboat in excellent condition. Price Taels 1,000.00. Apply to Box 429, THE CHINA PRESS. 52004 S.17

WANTED: Motor house-boat, hull 30 feet by 8 feet, draft not more than 2 feet, speed 6 or 7 miles per hour, kerosene motor, sleeping accommodations for 2 foreigners. Address Box No 430, THE CHINA PRESS.
52005 S.20

EXCHANGE AND MART

WRIGHT AND BELYEA for Houseboats, and all kinds of Motorboats. Woosung and 8 North Honan Road. Telephone N. 295.
T. F. 9

RADIO. ¼ K.W. complete sending outfit with Rotary (220 volts). High power sending accessories. 3 stage amplifier sold wholly or in parts. Long and short wave receiving coils. Apply to Box 426, THE CHINA PRESS.
52001 S.22

FOR SALE 2 black enamelled brass mounted single bedsteads and 4 feather beddings. 32G Markham Road.
51994 S.17

WANTED to buy one Thompson sub-machine pistol. Reply stating lowest price to Box 427, THE CHINA PRESS.
52002 S.18

BARGAIN—Set of Encyclopaedia Britannica, 11th Edition, volume No. 11 lacking. Absolutely new. Apply to Box 381, THE CHINA PRESS.
51917 S 17

RARE opportunity. A valuable collection of old Chinese and Corean coins for sale Wimmel, 6A North Honan Road Extension.
51965 S 19

WANTED a good second-hand American safe by charity hospital. Inside measurement about 2 x 3 feet. Apply to Box 397, THE CHINA PRESS.
51947 S 1.

REAL ESTATE for sale. 66 mow of land on water-front near the point. Address Box No. 402, THE CHINA PRESS.
51952 S 17

FOUNTAIN pen sale at half price. Waterman ideal, self-filling type, $3.95. Sharppoint pencil, silver filled, $1.25. Apply to Box 350, THE CHINA PRESS.
51917 S 20

TIENTSIN RUGS. All sizes, unusually good wool, colors and designs. Best vegetable dyes guaranteed for chemical washing. Must reduce present large stock. 300 weavers, 25 Years' experience. Hung Fong Yong Rug Co. 1854 Bubbling Well.
51727 S 21

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y. M. C. A. Barber Shop—"The Sanitary Shop." 120 Szechuen Road.
51598

MAH-JONGG RULES: Original Copyrighted Rules in English "Mah-Jongg" as popularly adopted and played by foreigners in China and foreign countries. Simplified score-card (easily memorized) included. Price $0.50 per copy TECHNICAL SUPPLY COMPANY, 83 Szechuen Road.
T. F. 1

WHITE, Cellular Shirting suitable for Summer and Tennis Shirts, 27 inches wide about 30 yards long $11.00 per piece, Messrs. Probst, Hanbury and Co., Ltd. 10 Nanking Road.
T. F. 36

FOR SALE a 20 H. P. Kermath marine motor used one season only. Splendid condition. Please address Box 398, THE CHINA PRESS.
51948

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APPLY TO BOX..... THE CHINA PRESS

Cosmopolitans Throng Hall Of Carlton Cafe To Attend Pan-Pacific Annual Tiffin

(Continued from Page 6)

Pacific is more and better commercial representation. Our greatest problem is that of awakening sufficient interest in the commercial possibilities of Pacific countries to induce our merchants and investors to extend their activities beyond the shores of the United States. As producers of those commodities which are demanded by peoples with a high standard of living, we are vitally concerned with every movement which tends to raise the standards of Pan Pacific peoples. As the principal users of those tropical and other products which we cannot produce at home, we are buying from many Pan Pacific countries today more than we are selling to them. Direct purchase and direct sale is therefore the greatest problem which we have to face on the Pacific, and its solution depends in no small degree upon as intimate a knowledge of Pan Pacific peoples by the people of the United States as they are already rapidly gaining of us.'

"Is this not equally true of China? Will you not send us your commercial representatives to talk to over with us?"

Huston Party Guests Of Chinese Chamber At Dinner

General Ho, Taoyin Wang, Judge Lobingier Mayor Shen, Judge Loh Among Those Present

Assistant Secretary of Commerce C. H. Huston of the United States and his party were honored guests at a dinner given last night by the directors of the Chinese Chamber of Commerce at its North Honan Road headquarters. Mr. Sung Han-chang, president of the chamber, was toastmaster.

Among other guests present were General Ho Feng-ling, Military Governor of Shanghai; Judge S. K. Loh; Taoyin Wang Kung-ting; Magistrate Shen Pao-chang of Shanghai city; Mr. N. T. Yang of the Bureau of Foreign Affairs; Judge Charles S. Lobingier; Consuls James B. Davis, H. G. King and J. E. Jacobs of the American Consulate; Mr. W. A. Burns, Mr. J. S. Lolan, Capt. W. I. Eisler, Mr. E. C. Haile, Mr. Geo. A. Heyburn, Mr. V. G. Lyman, Mr J. J. Rogers, Mr. P. P. Whitham, Mr. Juleen Arnold, Mr. Lansing W. Hoyt, Mr. H. Blackwood, Mr. C. W. Atkinson, Mr. Chester Fritz and Mr. Geo. A. Fitch.

In welcoming the guests, President Sung said:

"It is a great privelege for me to extend, on behalf of the Chinese General Chamber of Commerce, a hearty welcome to Mr. Huston, the United States Assistant Secretary of Commerce, and his party.

"For seventy years, America and China have been maintaining very close commercial relationship. This relation grows day by day, and serves to bridge over the Pacific.

"Being an agricultural country, China has long been known as a storehouse of raw materials. Since recent years, however, she is gradually shaping herself into an industrial land, with her own materials.

"We have now 71 Cotton Spinning and Weaving Mills with 1,358,937 spindles running at work, and 209,202 spindles ready to start. Our cotton manufacturers are using native cotton to a great extent. China produces 200 millions bushels of wheat yearly. Over 120 Flour Mills are at work throughout the country.

"Next comes banking. Formerly Chinese banks did not handle foreign exchange business. Now we are doing banking business at New York, San Francisco and other cities, either through our branches or correspondents. Credits are opened to Chinese dealing with America and Europe direct.

"For your information, this Chamber has recently opened Commercial Museum in its building. There you can see the different kinds of native products from all corners of this country. A silk show is in the course of preparation. It will represent China in the New York International Exposition to take place in February next year.

"I am glad to say that we have such an influential man as Mr. Huston with us here. Since this visit, he will, no doubt, foster our commercial relationship to the best advantage of the two sister Republics. I take pleasure in proposing the toast for the commercial prosperity of America and China."

HUSTON SPEAKS

In response, Secretary Huston expressed his sincere appreciation of the wonderful banquet that was given in his honor and thanked his hosts on behalf of his colleagues. The Federal Trade Act, he said, was soon to become a law and when it was finally promulgated by President Harding, he was sure that the United States Department of Commerce would have a more definite line of activities and would be of more service to the Chinese merchants.

The commercial museum established by the Chinese Chamber impressed him very much, Secretary Huston said. He appreciated the industrial activities among the Chinese here and was glad to note that they were manufacturing what American manufacturers would like to sell to China. He referred to electric products and machine tools. These products would be of infinite benefit to the people.

"Certain people in my country used to be opposed to the use of labor-saving machines," continued the secretary. "But they brought a great deal of efficiency and wealth to the country and the same people who were afraid that the machines would throw them out of the work are today being benefited by the change and profited by the work. Increasing wealth means more buying power and prosperity to the people at large."

The secretary concluded by saying he would bring back to the United States the most pleasant memories of China, especially the hospitality extended to him by the Chinese merchants at Shanghai. Mr. Huston's speech was interpreted into Chinese by Mr. Jabin Hsu.

In the course of the dinner, a famous troupe of jugglars performed to the great amusement of the guests, while a band furnished selection of Chinese music as played in the Imperial Palaces.

OTHER SPEECHES

Dr. MacGillivray spoke of how Canada is helping China. He remarked that she was perhaps helping most by not doing some things. For instance she had no interest in morphia, no opium and no whisky interests. Recognising the importance of an Oriental market she had built and kept up many and good railways to her Pacific coast, connecting herself up with China by means of them and her wonderful boat service. All this was in the nature of International Assistance. She had no Boxer Idemnity to spend on education, but if Chinese Students went to Canada they would be welcome with open arms.

M. Wilden spoke of Indo-China and the French influence there. "The Chinese and French aims are somewhat similar," he said, "they have to keep peace along their borders." Economically speaking France had done much good in China, and in Indo-China which is the center of the rice country the people were prosperous and happy.

LINK WITH JAPAN

Mr. Sahara spoke of the great link which must ever exist between China and Japan, in their common literature and art. Many centuries before Balboa discovered the Pacific, Chinese literature had been introduced into Japan. Japan had preserved Chinese literature intact and probably in years to come ancient China would be rediscovered through Japanese literature and art.

The ideal of Japan was the betterment of the human race and to be at peace with all mankind. "What have we done?" he asked. "We have preserved the spirit of her literature and arts intact. We have faced contumely and we never lacked courage to rectify our mistakes, opening our doors to our friends and barring them against enemies."

Mr. Daniels said how impossible it was to do justice to the relationship of the Dutch East Indies and China in a five minutes speech. He spoke of the great engineering enterprises which had been undertaken by the Dutch, mentioning the port of Chefoo and the future reconstruction of the port of Macao. The Dutch flag also took fifth place in the shipping of Shanghai.

Judge Lobingier's speech is fully reported elsewhere in this morning's THE CHINA PRESS.

Admiral Tsai Ting-kan then addressed the meeting on behalf of China. He gave a very amusing address and pointed out that all that fuss was made because a Western European on the West coast of a Western Continent had discovered a small portion of the Eastern Pacific. He pointed out that the Orientals had always been there! "The name Pacific is not a good one," he said. "Ask any Chinese or Japanese and they will tell you. Ask the victims of Swatow, the inhabitants of Hongkong, and all will agree that with such storms as typhoons the ocean could not be called a pacific one. He then paid tributes to the different nations who had dealings with China. The British, he said, have more than repaid the Chinese by taking over the barren rock of Hongkong from where ships are disseminating Chinese population throughout the world. He also paid a tribute to some leading British statesmen like Sir Robert Hart, General Gordon, Sir Francis Aglen and Sir Richard Dane who had done such fine work in building up modern China.

REPORT PREMATURE

(Reuter's Pacific Service)

Hongkong, Sept. 16.—The Sino-British Trade Association's announcement that Sir Robert Ho Tung had been appointed Honorary President of the Association is premature. Sir Robert Ho Tung has not accepted the appointment and has no connection with the Association.

Technical Men Needed In U. S.

(Reuter's Service)

Chicago, Ill., August 25.—The demand for engineers and technical men of almost every type has increased so much within the last month that many sections of the country are experiencing difficulty in filling vacancies, says the report of the employment department of the American Association of Engineers.

Largest activity has been displayed in the building industry with highway and municipal work progressing with added vigor, the report states. The demand for architectural and structural draftsmen and designers with building or plant experience has far exceeded the supply in almost all sections of the country.

"While the general conditions are better at this time than they have been for more than two years, there is still some irregularity but the main trend shows improvement supported by prospects of further gain," the report continued. "Added reasons for a more hopeful feeling appear in the continued increase in the operation of the iron and steel industry, the diminishing of unemployment of skilled and unskilled labor and the active progression of building operation."

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Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

XXVI

Chung So Pao,
May 13.

OVER the pass and through the Lolos! We came over the top with a thousand mules, as many human beings, and two battalions of Szechuen troops whose humanity is only conjectural. The combined caravan stretched for a mile and a half, a tremendous army traveling North in mad haste to beat the monsoon, which is ready to break. That army is moving in a compact mass in deadly fear of the Lolos.

At daylight the asthmatic bugles snapped the long expectancy. We had been up since four, trying to breakfast on cold rice and beans. We fell in opposite our shed, and began the general push and shove with mules, coolies, swearing mafoos and jingling horsemen, all trying to get a favored position toward the head of the column.

All was strange in the semi-light. The mountain mist was dripping from the eaves. Mule bells tinkled, mafoos swore and cracked their whips, guns on the fort boomed salute to the invisible sun, but there was no progress.

We just stood, and shivered. Our bare knees are not adapted to Chinese mountain mist. The wind zipped down from the pass, and even the mules put on a cold weather hump. Pedlars moved among the restless mules, selling a soup made from bean curd. It was a messy dish, but warm.

Hours seemed to pass, and still we waited for the mules ahead to move. One of the mighty commanders came along to collect his "squeeze." We told him we had sent in a gallon of kerosene. He said the commander-in-chief had requisitioned the kerosene, and would we please remember the younger officers. He was so decent we gave him cigarettes and treated him to a bowl of bean curd soup.

A CHEERING ITEM

Bursts of firecrackers announced the approach of something important. Runners cleared the way. The chant of the coolies told us the thing was a coffin, going over the pass with us. Chung says the coffin contains the body of a captain, killed by the Lolos on the last expedition over the pass. The funeral cock looked forlorn and far from Elysium this morning.

Finally the bugles skirled again, the fort guns popped, and, wonder of wonders, the mules ahead, loaded with coffin boards, began to move. As we rounded the gate of the turn we saw farther ahead mules and mules. The cargoes were mostly Huli Chou copper discs, coffin boards, Yunnan tea-packs, cotton bales from India, and foreign cloth. Coolies swung in and out, shifting their positions when favorable. Aristocrats of travel in sedan chairs occupied a disproportionate amount of road space. Whenever the pilgrim army came to a ford there would be a congestion of kicking, biting mules, side-stepping on to the feet of the pedestrians stalled in the mud. The scramble was unseemly, in the words of the old poet, but natural. The Lolos lined the walls of the pass ahead, and the devils would take the rear of the caravan.

Below the tortuous trail the river raged like a cataract. The mountain tops were shrouded in white. At times the mists seemed to open to reveal a vista of the Lolo highlands, the natural fortress of an intrenched barbarism.

Every few miles along the chain of forts were groups of friendly Lolos, who are paid to police the road and spy upon their outlawed brethern. They extract a few cash from each caravan outfit. Chiefs, surrounded by retainers, made grand kowtows to us, and assured us of the undying affection of the Lolo people for all foreign devils. We give them Chengtu cigars and milk. Some of the chiefs are splendid fellows, dignified, and commanding in poise.

LOLOS IN THE OFFING

Occasional patrols of wild Polos hovered around our flanks. They seemed to take up position on a ledge commanding the road, until the notes from the bugle warned them of the approaching military. Our escort was strong enough to wipe out the entire tribe in this section, if the Lolos would kindly stand still to be shot. We saw them scudding for the cliffs, waving their spears, and yelling like Apaches. We were very sorry, for a little ambush would have been interesting, provided we didn't get an arrow through the wish bone, or some other humorous missile as a life-long reminder.

We are not bloodthirsty. We certainly do not want to see anybody hurt. But we have heard so much about the ferocious Lolo that we would like to see him in action. Our escort is evidently too large. Its mission is to protect the caravans and not pursue hostile Lolos. Chung tells us the Lolos often lure a military escort away from the road while another body of their brother brigands pillage the caravans.

We reached the top of the pass after seven hours' climbing, 10,000 feet above the sea, and 2,200 feet above Tang Hsien Ying, where we began the climb. The leading battalion had taken up position on all the high points to command fire in every direction. The Lolos fled upon their approach. The top is an immense saddle, bare of trees, and is marked by a fort, through which the caravans passed. Flash and I mounted the wall of the fort to take pictures, but the mist prevented. We could see soldiers toward the skyline on all sides, and felt uncomfortably safe.

ESCORTS CHANGE

In leaving the fort the battalions from Yueshi, which is North, took command of the caravans, and the Tang Hsien Ying soldiery waited for the mule trains from Yueshi to cross the divide, the last passage of the season. The rains have already set in on the North side, and the trail is washed away in many places. The country falls away abruptly 7,000 feet drop within a few miles. From the fort we looked across the glorious panorama of valley mists and vagrant clouds to the successive mountain ranges between us and the Tung River, and on to the great pass beyond Fulin.

After passing the summit there was general relief along the line, but the pace did not slacken. Lolos are still on the hills watching us. The new consideration, however, in accommodations at the inns, for these horsemen and Chinese in chairs are many times more numerous than the rooms in any of the night halts. Lo-Ma and I hurried to the head of the caravan to be assured of shelter. Lucky for us we did. Many applicants were turned away, after refusing to believe the innkeeper that the room was engaged. We held down the place by eminent domain.

YE HILLTOP HAVEN

Pao An,
May 14, In a Stable.

We are sleeping tonight in a barn on a mountain top. The man who owns the barn is here, and his wife, and his ass, his man and maid servants, his relatives, friends, and friends of his friends. They have assembled to look at us, an edifying spectacle, though weather-worn.

The barn is big. There is a feeble fire burning off in the distance. It must be in the corner of the barn. Lo-Ma is probably cooking the evening ration of rice and beans. He makes frequent trips back and forth with "kai shui." Flash and I are athirst.

Any old barn will do in a mountain storm. The wind has been howling desecrations since last evening. Today the trail was a river of ooze and slime. The mafoos went on strike. Said they, the roads ahead are washed out; let's stay here! Said we, will the roads be improved by the monsoon? They were sullen for some reason beyond our ken, but we cracked the whip, and they brought out the mules. It was a carbolic, slushy day, but preferable to spending a month in a Chinese-Lolo village during the rains.

More caravans have come in. It begins to look like a jolly evening, "Tales of a Wayside Barn," etc. Lo-Ma is now performing as a vagrant Scheherazade. His lies are very picturesque, especially those which deal with the grappling arms of the water god in the Yangtsze rapids. Lo-Ma always tells of the countless times he saved the lives of the foreigners, us, by shifting his weight in the boat, and baling out water with a tea cup. He is so amusing that the innkeepers seldom charge him fare for a blanket. We allow him thirty-five cents a day sustenance money, which is clear profit to him.

THE MONSOON BREAKS

Hai Tong,
May 15.

The monsoon broke tonight! This is the end of the world. We are under cover now, but tomorrow, and the next day? Ya-Chou seems far away now.

The cloud ceiling has been low all day, as we skipped from one top to another along the mountain chain. Spasmodic gusts of rain were ominous, and the raw wind gave us that clammy stickiness that takes the fun out of climbing.

Flash went ahead alone to capture a room. As there were armed Lolos dashing in and out of the mist, coming from nowhere, and seemingly bound anywhere, I stayed with the mules. About three-fourths of the way here the river road was completely washed away, and a landslide filled the river bed. Flash had walked that way several hours before, and had to swim to get through.

The caravan cut up a ridge, through mountain bogs in which the mules foundered to their bellies. Every few minutes the mules would stall. It was a job for all hands to pry them out of the mud holes, for the mountain clay seems to have a terrific suction. We passed through eleven Lolo villages in the back country. The men had taken to the trail to harrass the caravan stragglers, and perhaps pick up a little spoil. The women maintained tribal traditions by hooting and caterwauling as we passed. We tried to get some to help us pull out the mules, but they snarled refusal. Naked children made faces at us, and stuck out their tongues. Unfortunately Flash was not along to take graflex picture of the time exposures. It was weird.

When nearing this little town we had to ford a torrent. The lead mule was swept away. We rescued her down stream a hundred yards with a lasso. The packs were drenched, as one of the mafoos had to brace the mules from down stream in crossing. We arrived, dripping and smeared with mud, and were gratified to find Flash installed in the bridal suite.

Racing with the monsoon is exciting, also exhausting. In three days this country will be a sea, if not before. Our only hope is that the rains have not set in so heavily beyond the Tung River. We may yet have to learn the Lolo language.

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Aviation In United States Moves Steadily Forward

America No Less Quick Than Europe To Insist On Facilities For Development; Commerce Ready To Pay For Increased Speed In Trade Transportation

BY GROVER C. LOENING
(President Aeronautical Chamber of Commerce of America)

The appearance from time to time of European reports gives rise to the query, "Is America lagging behind the rest of the world in aviation?" The answer to this, most emphatically, is, "No!" It is necessary, in order to gain a clear understanding of the aeronautical situation, to judge, not according to appearances, but according to facts.

From the remotest times man's ambitions to fly have mingled with his dreams. The aeronautical art of today, which stands literally at the pinnacle of science, is the result of centuries of patient effort, in which failure has been so predominant as almost to obscure the successive successful steps and lead us today into the error of regarding practical human flight as something indefinite and far off. As a matter of fact, it is at hand.

The erroneous conclusion that Europe appears to be superior to the United States in aviation is readily explained. At the beginning of the twentieth century experiments in mechanical flight were being carried on in practically every nation. The Wright brothers were fortunate in being the first to achieve actual demonstration. That was in 1903. From 1903 to 1914 aviation claimed more serious attention in France, England, Germany and Italy than it did in the United States. On the opening of the World War all the European nations possessed the rudiments of an aircraft industry. We in America had but the semblance of one. The exigencies of war from 1914 to 1917 forced a tremendous development in European aviation. It was not until 1917, when we entered the conflict, that we were compelled to begin the colossal task of training engineers and creating production facilities. The war ended, in the fall of 1918, just as the newly formed American industry was getting into swing. And with the ending of the war, the pressure which forced this expansion was withdrawn.

EUROPE QUICK TO ADJUST

Whether it was because four years of suffering had made them appreciative of the next war or whether by experience their vision had been sharpened, the major European nations were quick to adjust the new industry to new conditions. First of all, instead of abruptly ending all war contracts, these were tapered off. Second, the very fundamental of all successful business—standing before the law—was provided by the enactment of aerial codes. Third, systems of direct and indirect encouragement for aerial transportation companies were established.

The effect in England, France, Belgium, the Netherlands, Italy and Japan was to remove many of the natural obstacles and to provide substantial assistance to the aeronautical pioneers. As a result, lines were established radiating from London, Amsterdam, Paris, Rome, etc. The effect in Germany was even more marked. The hiatus between the armistice and the signing of the peace treaty was taken full advantage of by the Germans, particularly in the development of airships and in metal airplane construction. Even when, under the treaty, all over work was prohibited, scientific experiment went on, culminating in the truly startling gliding tests which so alarmed France as to prompt the calling by that country of an international gliding contest this summer.

The aircraft situation in the United States, anxious as we were to free ourselves as quickly as might be from the political entanglements invited by the war, may be summarised thus: On November 1, 1918, we were at top production of planes and engines for war purposes. On November 11, practically on the publication of the armistice, production was stopped. From then on through to the close of 1919 the industry underwent liquidation. Invested capital shrunk from $100,000,000 to less than $10,000,000 and the number of employees from a quarter of a million to a few thousand. The airplane, being a war manufactured product, could not by that very reason quickly find its place in peace.

We were no less quick than the Europeans to insist on the need for aerial law and for such tangible encouragement as airways and terminals, but, lacking the impetus of fear and the spur of rivalry which came from the close proximity and traditional policy of many of the European countries, we had no political urge. And as for public demand, it did not exist. The people were curious but the practical utility of aircraft had yet to be demonstrated.

SLOW READJUSTMENT COMES

After the slump of 1919 came the slow and frequently discouraging readjustment of 1920, marked chiefly by the determined though unsuccessful attempts of European nations to monopolise the budding American flying market by dumping into this country great quantities of war-made equipment at junk prices. The curiosity of the public, by patient and persistent demonstration, was, in 1920, slowly but surely vitalised into real interest and last year American aviation had its first real opportunity, and grasped it so thoroughly that we have outdistanced Europe in almost every phase of practical aviation.

The year 1921 is marked by three outstanding aviation events, one of universal and epochal importance. During June and July there were held, 100 miles off the Virginia capes, a series of experiments in the course of which aircraft flown from land bases bombed and sank, one after the other, a submarine, destroyer, light cruiser and dreadnought, the most modern examples of warship construction.

In the fall the conference on the limitation of armament was held in Washington, and it is asserted that the bombing tests cleared the way, more than any other single event, for a possible solution of the international competition in capital ship construction. For the 2,000 pound TNT bomb which crushed in the steel walls of the Ostfriesland was, as the army chief of ordnance remarked at the moment, "heard around the world."

Commercial aviation, struggling for nearly three years without assistance of a national policy, found an intelligent and sympathetic friend in the Harding Administration. The President in his inaugural address urged the early enactment of an aerial code and the consistent encouragement of civilian flying. In consequence there was drafted a bill regulating the operation of aircraft in interstate and foreign commerce, and establishing a bureau of civilian aeronautics in the Department of Commerce. This bill, introduced by Senator Wadsworth, passed the Senate, and is now before the House Committee on Interstate and Foreign Commerce.

CHAMBER FILLS WANT

Possibly the most definite proof of growth in interest in commercial aviation was the establishment, late in the year, of the Aeronautical Chamber of Commerce of America. The need for such an organisation had long been felt. With definite assurance that an aerial code would shortly be established, manufacturers of heavier and lighter than air craft, motors, parts, accessories, materials and supplies; dealers, distributors, operators and owners; associations, corporations, firms and individuals engaged in the commercial phases of the art, decided to equip themselves with a national organisation of the type which had proved so useful in the development of other American industries.

The Aeronautical Chamber of Commerce was incorporated under the laws of the State of New York, "to foster, advance, promulgate and promote" aeronautics, and "generally, to do every act and thing which may be necessary and proper for the advancement" of American aviation. Formal organisation was announced on December 31, 1921, with a charter membership of 100. To date the membership has increased to 170, including such pioneers as Orville Wright and Glenn H. Curtiss, and embracing practically every important aircraft manufacturing unit in the United States.

Commercial aircraft, in 1921, definitely began demonstration of practical utility. The business man who, in 1919, was merely curious, and in 1920 was interested, became convinced in 1921 that aerial transportation was no longer fancy but fact. More miles were flown, more paid passengers booked and more package freight and goods carried.

SPEED, VALUABLE SERVICE

The most valuable service which aircraft provide is speed. Conjoined with this is their unique ability to operate independently on land or water, dominating both in time of war, and capable of adaptation in time of peace to a multitude of novel uses limited only by ingenuity and commercial and industrial needs.

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CIVIC

City planning.
Road and building construction
Rail and water terminal problems.
Fire and police zoning.
Park improvement.

COMMERCIAL

Passenger service.
Freight transportation.
Messenger service in banking.
Surveying.
Engineering.
Aerial photography.
Collection and dissemination of news.
Advertising and publicity.
Sport and pleasure.
Commuting.

"Commerce Demands Speed; Flying Is the Answer," is the timely and original trade phrase being urged by the operators. "Less Waste More Speed" is the reply which Commerce makes, through Samuel M. Felton, president of the Chicago Great Western Railroad, and during the war Director-General of Transportation for the A. E. F.

The airplane man, alive to what is undoubtedly the most vexing of all contemporary business problems, conceives the greatest commercial need to be swifter dispatch. The railroad man, equally conscious of the need but schooled with practical experience, demands economy. This is the challenge to commercial aircraft, and it is significant of the immediate future that, in 1921, improvement in construction, decrease in operating costs and increase in the factor of safety and reliability, went far toward establishing the commercial aerial transportation business upon a sound financial basis, with but one thing lacking, and that about to be provided—that enactment by Congress of an aerial code.

COMMERCE READY TO PAY

Commerce is the same in principle, whether carried on in a thickly populated territory, well equipped with the most improved means of transportation or whether in sparse regions poorly served, if at all, by conveyance on road, rail and water. Commerce is satisfactory only when conducted with dispatch, and there are circumstances and conditions under which commerce will gladly pay an increased tariff for increased speed.

The greatest growth in commercial aerial transport has been in those parts of the country where the volume of traffic requiring rapid transit is such as to choke available surface facilities, or where surface facilities being antiquated, available traffic seeks other means of movement. In both cases commerce willingly pays a premium.

Three deficiencies operate to the serious embarrassment of American aviation—meager capital, insufficient terminal facilities and popular doubt as to reliability. The correction of these deficiencies, and the consequent opportunity for the rapid growth of aerial transport, depend upon Federal regulation and reasonable control through an aerial code.

The experiences of the inland waterways and the railroads in either burdening themselves with huge terminal debts or in struggling selfishly for the exclusive control of available sites, a control which meant private monopoly, and this, in turn, public burden, point the way for the sound economic treatment of the air port problem. The establishment of common terminals for the encouragement of all aviation and for the national security in time of need is a public responsibility, which, if neglected now, will invite difficulties within a few years similar to those in which the waterways and the railway now find themselves.

At the close of 1920 operating reports showed the existence of 128 terminals of all classes, of which five were in Canada and three others devoted to airship experiment, leaving a net of 120 in the United States. Of this number probably twenty could be classified as seaplane bases.

At the close of 1921 the operating reports showed a total of 146 air terminals, both land and water, within the United States. All were for heavier-than-air craft. This is an increase of twenty-six over the preceding year. Of the total number, thirty were classified as seaplane bases. Sixteen of the 146 were publicly owned or controlled.

Deprive the rail and ocean carriers of depots and docks, and operation must cease. Withhold terminals from the American aircraft industry, and aerial transport can achieve neither size nor reliability. The 146 terminals reported available to commercial aircraft in the United States represent the facilities for 600 machines without regard to geographical or business requirements. The wonder is that there has been so much paid flying from so few fields.

One hundred and twenty-five established companies, operating 500 to 600 two and three place machines, made 130,736 flights, covering 2,907,245 miles and carrying 122,512 passengers in the twelve months, October 1, 1920-October 1, 1921. In making their reports these companies seemed careful to itemise all forced landings, crashes, etc. Yet the number of accidents in which persons were killed or injured totals but twenty-four.

Analysing the cause to which the twenty-four accidents are attributed: Of the six fatalities, three were due to stunting, two to gross carelessness on the field, and one to storm. Not a single person, passenger or pilot lost his life in straight commercial flying. And with Federal regulation, controlling stunting and enforcing properfield policing and protection, it is believed certain most of these fatalities would have been avoided.

There were twenty-one persons injured in the twenty-four accidents. These mishaps were due to causes which could have been removed by Federal regulation or supervision, had landing fields, air routes and weather reports been fully available; had the field help been more disciplined; had the pilots been more alert, through consciousness of licensed responsibility and had there been strict inspection of aircraft, engines, accessories and supplies.

COMMERCIAL FLIGHTS

Yet, even conceding the foregoing, it is found that during twelve months 500 to 600 commercial aircraft made 130,736

(Continued on Page 12)

Dr. Dralle's Famous
HAIR LOTION

Birch Hair Water
with and without oil

Retailed at:

American Drug Company
Sine Pharmacy
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Great Eastern Dispensary
Wing On Company

Sole Agents:

J. LAMBOOY & Company
14 Hankow Road.

ANNOUNCING OUR REMOVAL AND REOPENING ON NANKING ROAD

Messrs. Laou Kiu Luen have Pleasure in informing their many Foreign Patrons that they have Removed from their former premises on Honan Road to much larger quarters at P424 Nanking Road the formal opening of the Foreign Department will take place on Friday, Sept. 22nd. You are Cordially Invited to attend.

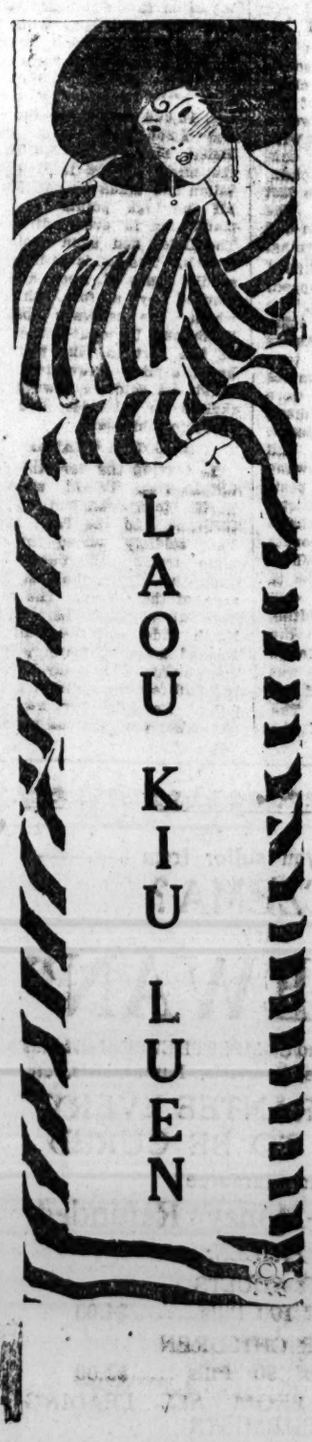
LAOU KIU LUEN

NOTE THE WORD "LUEN" AS THERE ARE OTHER SHOPS WITH SIMILAR NAMES

SILKS, SATINS, PONGEES, GAUZES, EMBROIDERIES, CREPES, ETC.

P424 NANKING ROAD

(Between Fukien and Chekiang Road, South Side)



THE HOME OF SMART FURNISHING

A VISIT TO *WHITEAWAY LAIDLAW Co., Ltd.* WILL REPAY YOU

WE HAVE EVERYTHING YOU REQUIRE FOR THE HOUSE IN FURNISHING GOODS, LINENS, BLANKETS, BEDSTEADS AND BEDDING, CHINA AND GLASS, HOUSEHOLD HARDWARE, AT ROCK BOTTOM PRICES.

SIMMON BEDS, ALL WHITE ENAMELLED

3 ft. Size fitted fabric Spring	Price	*$59.50*
3'' 6'' ,, ,, ,, ,,	,,	*$62.50*
4 ft. ,, ,, without Spring	,,	*$52.50*
4'' 6'' ,, ,, ,, ,,	,,	*$55.00*
5 ft. ,, ,, ,, ,,	,,	*$59.50*

Sundour Washable Bedside Rugs

Sundour Washable Bedside Rugs
In mauve, green, rose
Size 4 ft. x 2 ft ....Price *$12.50*
,, 4½' x 2½ .... ,, *$16.50*

Anglo Orient Rugs Reversible
Blue, Foun of Veux Rose grounds with varous oriental designs Size 28 ins x 54 inch
Paice **$12.50** each

English and Indian Squares

Wilton 12ft. x9ft. various colours	$199.00
Shirley 12'' x9'' Saxe Blue....	$195.00
Velvet Pile 12 ft. x 9 ft. Brown Fawn	$135.00
Axminster 12' x 9' Veux Rose..	$189.00
Mirzapore 12 ft. x 9ft. Saxe Blue..	$139.50
Wilton 12' x 9' Saxe Ground..	$175.00
Wilton 12' x 9' Red Ground..	$199.00
Axminster 12ft. x9ft. Red Ground	$199.00
200 Square in all sizes to choose from	

Deccan Rugs
Fine Mohair Pile
Size 36 ins. x 18 ins.
Blue $9.50
Size 36 ins. x 18 ins.
Blue $11.50

Mirzapore Rugs
Various oriental patterns on fawn or red grounds.
Size 5½ x 2½ ft. $9.50
Size 6 x 3 ft. $25.50

THE BUXTON BEDSTEAD

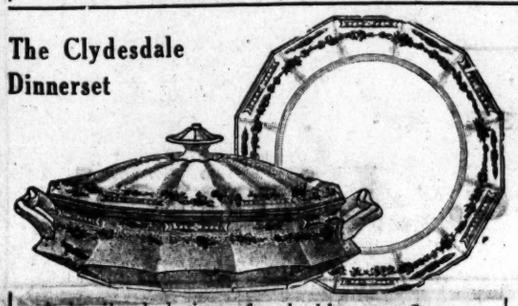
Simmon Make White Enamelled, Brass Nobs
Size 3 ft. with fabric spring ... Price **$72.50**
,, 3 ft. 6 ins. ... ... ,, 75.00

English Whisk Carpet Brooms
Good quality, polished wood backs.
Medium Price $2.00 Large Price $2.25 each

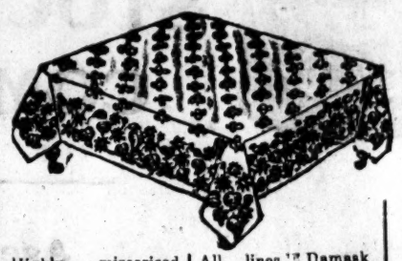
Bissells Grand Rapid Carpet Sweepers Ballbearing, Rubberends
Price $14.50

Bissells "Standard" Carpet Sweepers Japanned Fittings
Price $12.50

The Clydesdale Dinnerset



A haviland design of pale blue cornflowers, All gilt edges set for 6 persons 30 Price $37.50
set for 12 persons 58 Price $79.50



Highly mircerised Damask Tablecloths assorted designs.

Sizes	Prices
45x45 in.	*$2.75* eh.
58x58 ,,	*5.25* ,,
70x70 ,,	*7.50* ,,
76x80 ,,	*8.50* ,,

All cloth hemmed ready foruse.

All lines of Damask Cloths

Sizes	Prices
70x70 in	*$21.00* eh.
70x88 ,,	*22.50* ,,
70x106 ,,	*27.50* ,,
70x122 ,,	*31.50* ,,
70x 44 ,,	*34.50* ,,

Woolvena Down quilts Covered Printed Floral section with self colorired panels to tone large range of colorivigs, filled heather down, thoroughly ventilated.

Size	Prices
½x3 feet	*$10.50* Each
3x4½ ,,	*14.50* ,,
4x5 ,,	*19,75* ,,
4x6 ,,	*24.50* ,,
6x5 ,,	*32.50* ,,
6x7 ,,	*42.50* ,,

Real Scotch Blanket's Absolutely all woal each blanket whipped singly pale blue Borders.
Sizes 54x80 inch Price *$8.75* Each
,, 62x81 ,, ,, *$10.75* ,,

Superior quality Scotch Bate Blanket extra soft and comfortable.
Sizes 58x86 inch Price *$11.75* Each

Real witney Blankets Heavy quality Heavy Union Weave.
Sizes 64x84 inch Price *$9.25* Each
,, 80x100 ,, ,, *$14.75* ,,

THE OXFORD DINNER SET

A neat gold band design with black line, allover gold handles.
Set for 6 Persons 30 pieces Price **$42.50**
,, ,, 12 58 ,, ,, 87.50

After dinner coffee cups and saucers gilt Band Rosebud Border
Price 2300

Tea Service Fancy Blue Border with pink rosebud set for 12 40 pelas.
Prices $46.00

Hemstitched Cotton Pillow Cases

Sizes about	Prices
19x28 inch	*$1.50* each
19x28 ,,	*1.75* ,,
19x29 ,,	*1.95* ,,
19x29 ,,	*2.50* ,,
20x30 ,,	*3.25* ,,

Mercerised Damask Napkins Heavy make
Size about 20x20 inch
Price *$5.50* per Dozen.

Superior quality
Size about 22x22 inch
Price *$7.95* per Dozen.

French Army Blankets
Size about 6x80 inches
Only $1.50 Each
Worth at least $4.50 Each

Special Value
Plain hemmed Huck Towels Size about 18x36 inches
Price $8.75 Per Dozen

Fringed Huck Towels. All white Sizes about 18x36 in.
Paice $8.75 Per Dozen

Hemstitched Cotton Sheets with linen finish about child wearing quality size
2 x 3 2-5 $15.00 pair
½ x 3 2-5 $19.50 pair

New Delivery of Printed Bedspreads. For the Kiddies cut size 45 x 63 inch.
Price 9.95 4.95

Floral Design with Animals in Bold hard stencilled design size 45 x 63 inch.
Price $5.50 $6 50 each

WHITE TEA CUPS AND SAUCERS
English made
Price $5.50 dozen

Teacups and Saucers
Green wreath design "Tuscan" China
Price $13.50 dozen

The CARLTON DINNER SET

Fancy Blue and Pink Rose Border with gilt edges.
Set for 6 persons 30 pieces $39.50
,, ,, 12 ,, 58 ,, 82.50

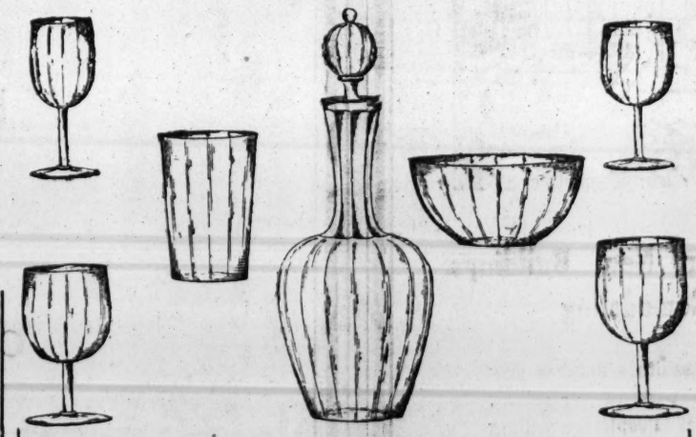
THE "GAMA" DINNER SET

A meduim quality Set, design of grapes and leaves in Green.
Set for 6 pieces 30 pieces $27.50
,, ,, 15 ,, 58 ,, $58.50

Simmons Latest Shape Bed White Enamelled

size 3 ft. with Fabric Spring	Price	$85.00
,, 3 ft. 6 ins. with Fabric Spring	,,	89.50
,, 4 ft. 6 ins. without ,, ,,	,,	79.50

"Cafenoira" Glass Coffee Machines.
Ebony handle nickel plated stand and stove 6 Cup Size
Price $14.50
8 Cup Size
Price $15.50



Glassware Finest English Crystal, Optic Flute Design, Stock Pattern

Tumblers ½ pt.	...	$8.50 doz.	Champagne Glasses		$14.50d z.
,, ½ ,,	...	9.50 ,,	Claret Glasses	...	12.50 ,,
,, ¾ ,,	...	11.50 ,,	Ligular Glasses	...	8.50 ,,
Port Glasses	...	8.50 ,,	Finger Bowls	...	16.50 ,,
Sherry ,,	...	8.50 ,,	Delantaes 2 pt.	...	11.50 each

Cocktail Shakers
best nickel plated with stralner
Price $6.50

Ditto same Silver Plated
Price $9.50

Simmon Bed All Polished Brass

size 3 ft. 6 ins.	$85.00	size 5 ft.	$99.50
Spring extra 3 ft. 6 ins.	23.50	,, 5 ft.	32.50

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH **"WAYLOO CORNER"** **NO CREDIT**

NANKING ROAD —— SZECHUEN ROAD

Aviation In United States Moves Steadily Forward

(Continued from Page 10)

flights, traveling 2,907,245 miles, carrying 122,512 passengers (men, women and children), without a single fatality in flight.

Out of these 122,512 persons only twenty-one were injured in flying and in ground accidents, combined, or a ratio of no fatality to 130,736 flights and 2,907,245 miles flown, and 1 injury to 6,701 flights, and 138,440 miles flown.

It is estimated that during the calendar year 1921, 1,200 aircraft were engaged in civil flying in the United States, and that these flew 6,500,000 miles and carried 250,000 persons. These figures are approximate and include both the itinerant and fixed base flying. A survey shows that 114 accidents occurred, not including those that involved government-owned aircraft. The 114 accidents resulted in death to forty-nine persons and injury, more or less serious, to eighty-nine. Each of the 114 accidents recorded was caused by deficiency in one or more of the necessary requisites for safe flying. Forty-nine were attributed to the pilot, perhaps through carelessness, perhaps incompetence, perhaps bad judgment, combined with other factors. There is no doubt that a good pilot can guide a poor machine to safety with greater chance of success than a poor pilot can operate a first class craft. Therefore, at the very top of the list of governmental needs we place the Federal examination and licensing of pilots.

Twenty accidents are attributed in whole or in part to inadequate landing fields or to the total lack of terminal facilities. While only four accidents are attributed to the lack of weather reports and ten to the lack of clearly defined routes or limitations in traveling between or over cities, it is certain that aerial transport cannot develop until these factors are met. Commercial cross-country or inter-city flights, it is evident, cannot be encouraged with safety until there is full protection afforded by establishing civil weather reports and co-ordinating these with the various government reports. This service obviously cannot be provided by the several states.

THOROUGH INSPECTION NEED

Equal in importance with learning the qualifications of pilot and navigator is inspection of aircraft and engines. Out of the 114 accidents twenty-two may be attributed to faults which proper inspection probably would have revealed—four concerning the plane, nine the engine and nine an accessory, gas or oil. This inspection must be made at frequent intervals by Federal authority. When it is remembered that operators of motor cars are required to qualify and that the motor cars are periodically placed under rigid inspection, it is astonishing to learn that any one can take any sort of flying machine into the air at the present time, with the consequent peril not only to himself and his passengers, but to many persons on the ground. If the standard of control were left to the various municipalities or states the hope of correcting this unfortunate condition would seem remote.

In the lack of any governmental examination and inspection the legitimate manufacturers and operators have endeavored to do what they would. They check up on their products, but their control is of necessity limited to localities and to a comparatively brief period of time. As flying increases this method must become more hopeless and a stern responsibility is thus placed upon the Federal government to provide an adequate system of examination and inspection.

Twenty-nine of the 114 accidents occurred during stunting. In these twenty-nine accidents, twenty persons were killed and thirty-six injured—more than 40 percent of the total. In other words, stunt flying in unrestricted areas was responsible for almost as many casualties as all other elements combined. Now stunt flying is necessary to testing and essential to warfare. It is believed advisable that all pilots know how to stunt, so that, in case of emergency, when only a stunt will save their craft, they will be able to act quickly, with understanding and without fear. But the habit of stunting for thrill is dangerous, fatal in many instances, and always harmful to civil flying. A governmental system of control, limiting stunting to certain areas will meet this unfortunate menace to aeronautics. From the foregoing it is seen that flying, even with the burden of unnecessary hazard, imposed through the lack of an aerial code, is not unsafe. Furthermore, the airplane of 1921 powerful and beautiful as it appeared to us, and as it undoubtedly was, in contrast with the gliders of Lilienthal and Chanute and even the Kitty Hawk biplane of the Wrights, will some day be to the ultimate flying machine what the primitive train of 1830 is to the Twentieth Century Limited. The designing and engineering features are progressing. Improvements in safety and efficiency are being constantly introduced. These, if aided by regulation and stipulation by the government, assure security in the air travel of the near future comparable with that of the accepted means of transportation which we have today on rail, road and water.

The sensational news value of air accident reports is a great burden on the aeronautical industry, and is giving a picture to the public not borne out by facts. But time alone will eradicate this, since year by year more and more flying is done, which the public sees and takes part in, but which it does not read about.

The manner in which America has assumed the leadership in aviation over the rest of the world comes as a surprise to most people.

Forty thousand feet altitude, twenty-six hours' endurance, one million miles of air mail flying without a fatality, and numerous speed records of airplanes and air yachts—all are achievements of the last year in the United States alone!

RAPID ARMY PROGRESS

Due to the necessities of governmental secrecy, it is to be regretted that the public cannot be more fully informed of the rapid and successful progress being made by the Navy Department and the army air service in their technical developments.

The statistics of the Aeronautical Chamber of Commerce, above referred to, show more and more every day the lead that America is assuming in all branches of aviation. Added to the navy's achievements in the successful development of torpedo planes, as announced recently, may be mentioned the successful development by the Navy Department of the catapult and of various types of planes for shipboard use that have proved most satisfactory. The army air service has perfected many new types of combat and bombing planes, and the army has actually perfected, ready for service, armament for combat planes, details of which cannot be disclosed, which is far superior to anything in Europe. In addition to this the army air service, in order to stimulate the development of the highest class of pursuit planes, has placed "carte blanche" orders with several constructors for the fastest airplanes in the world, which are now being built around high-powered motors that were initiated and perfected by the engineers at McCook Field.

Practically every world's record of any consequence is held in America. The world's altitude record, the world's speed record around a circuit, the world's seaplane records, the world's endurance record, were all made by American pilots within the last year.

America has the flyers, the raw materials, the engineers and splendid government technical departments that have all combined toward the aim of making this country supreme in aviation, and the results achieved in a short year have surprised even the most optimistic.

The air mail service is the greatest commercial air route operated anywhere, with a record not even approached by any European air line, of having flown 3,525,020 miles up to January 1 of this year.

Air yachting by private owners of aircraft has been started in the States with excellent results. This is a branch of commercial aviation that is totally unknown in Europe. The chartering of seaplanes and flying boats of several different types, for trips from New York and other large centers to neighboring watering places, is practically a daily occurrence, and while there are in America as yet no overland air routes, such as London to Paris, the success that the flying boat operation in America has achieved when compared to the difficulties and tremendous expense of the London to Paris route, have led many experts to the conclusion that the conception of commercial aviation in America is far sounder and more practical. It appears to be a curious fact that a large number of the passengers on the European air lines are Americans.

Much of the rapidly increasing success of American aviation is attributable to intelligent interest and co-operation of the army and navy. America lacks but two things—aeronautical legislation as presented in the Wadsworth bill now before Congress and a public support and confidence in air travel, which are being greatly stimulated by the recent successful developments in all branches of American aviation.

No better example of the spirit of the government can be given than the following letter sent by President Harding:

"The White House, Washington.

"Gentlemen: I find pleasure in adding a word expressive of my interest in aerial transport, and in the presentation of the subject which is being made by the Aeronautical Chamber of Commerce. The history of civilisation is largely the history of communication. Each stage of progress seems to demand and develop improved means of transport. The steamship, the railroad and the motor car have been devised and utilised. Now we enter a new phase. It is a real distinction to America to be known as the birthplace of the airplane; it should be our concern that this art shall not languish, but that in its practical application we shall lead the world. An amazing development will take place in the near future in the utilisation of the air as a means of transport and communication. As a government we are aiming to provide this art with necessary guarantees of law and with such facilities as may be possible through the encouragement of airways and terminals. But for air transport quickly to achieve the important place it is destined to occupy it must have public interest and support. I hope your efforts in this behalf may be productive of most gratifying results. Very truly yours,

WARREN G. HARDING.

"Aeronautical Chamber of Commerce of America, Inc., 501 Fifth Avenue, New York City, N. Y."

Statistics Show How Commercial Aircraft Have Demonstrated Utility

COMPARATIVE COMMERCIAL AIRCRAFT OPERATIONS.

	1920	1921
Estimated number of aircraft in operation	1,000	1,200
Estimated total mileage	6,000,000	6,250,000-6,500,000
Operating companies reporting	88	125
Equipment of these companies	365-425	500-600
Mileage flown by these companies	3,136,550	*2,907,245
Number of passengers carried	115,163	122,512
Pounds of reight carried	41,390	123,227
Number of flights by operating companies	Unknown	130,736
Average duration of flights	Unknown	†21
Average charge of short flights	$12.50	$9.00
Average charge a mile for intercity flights	.65	.55
Average charge a pound for freight	Unknown	.33
States in which operations were carried on	32	34
Air terminal facilities	128	146

*Decrease explained by less free and more paid flight

†Minutes.

NERVE STORMS.

Lightning is not more erratic than the person who suffers from nerve-storms. Though the victim is often accused of being "bad-tempered," the trouble is really one of health. Bad days usually begin with irritation on rising. Some little upset arouses a cantankerous mood, and once the balance topples all control is lost.

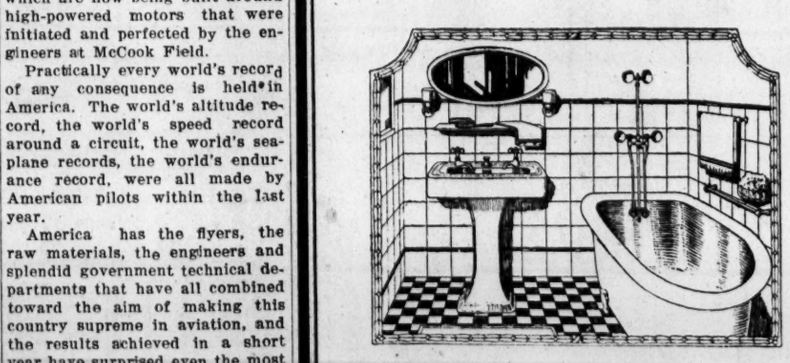
Nerve-storms are dangerous; the wear and tear on the nervous system is highly exhausting and debilitating to the digestion and heart; it causes also congestion in the liver and brain; and, indeed, collapse sometimes follows.

Make no mistake—nerve-storms indicate a nervous-dyspeptic state. When the digestion is perfect, the appetite is good, and food eaten keeps the nerves and blood well fed. Then such good health pervades the system that nervous disturbances are rare.

Weak, irritable, nervous victims of indigestion should tone up their nerves and strengthen their digestion with new blood. To make this new blood it is necessary to take Dr. Williams' Pink Pills, for these pills create new blood that makes you feel fit from tip to toe. You will be delighted with the keen appetite, energy and radiant good health that follows.

Chemists everywhere sell Dr. Williams' Pink Pills, or direct from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, $1.50 for one bottle, $8 for six bottles, post free.

Write today for a free book on The Nerves to the above address.



Whether for New Buildings or Remodeling

—high grade sanitary fixtures play an important part in the selling or rental price. People are willing to pay more for the added comfort and appearance which only modern bathroom equipment can make possible.

Our complete stock invites your inspection.

Andersen, Meyer & Co., Ltd.

Yuen Ming Yuen Road Telephone Central 778

SHANGHAI

Plu 25

MIDDLE-AGED folks often like to brag about their freedom from glasses.

But glasses are not at all a sign of old age.

Children's eyes are quite as likely to be defective. Have your eyes examined by a skilled optometrist and be relieved from ruinous eye-strain.

Chinese Optical Co.

P352 Nanking Road

中國精益眼鏡公司

IMPORTANT NOTICE

AN OLD FRIEND BACK AGAIN

—FROM 1914—

Dr. MACKENZIE'S INVALID STOUT

STOCKED BY ALL COMPRADORES

Agents:

Gande, Price, Limited

Superior Barrel Shooks Bear This Trade Mark

CBC

MADE BY

CALIFORNIA BARREL CO.,

SAN FRANCISCO

THE KOSTER COMPANY

Foreign Managers

THE CALIFORNIA BARREL CO.

CABLE ADDRESS: "KOSTER"—ALL CODES

12 NANKING ROAD, SHANGHAI

LEVANT REPORTS WILD SEA SERPENT

Currant-Laden Felucca Sunk When Sailor Belts Reptile With Pomegranate

HAS EYES LIKE SIDELIGHTS

Zooms Aloft Like Airplane—Wrecks Caciques With Figs And Pistachio Nuts

After a long absence, the sea serpent has appeared once more. According to reports received from Constantinople, and Smyrna, the elusive reptile is disporting itself in the placid waters of the Mediterranean, terrifying fishermen and crews of the feluccas and other small craft which ply along the shores of the Levant.

The most thrilling story was brought to New York recently by officers of the National Greek liner Constantinople, who said that motor launches armed with one-pounder quick-firing guns were searching the Sea of Marmora for a winged marine monster which had been sighted circling Dog Island at great speed for three or four days.

When it rose from the sea and flew over San Stefano toward the city of Stamboul it was reported to have made a booming sound like the German triplanes that flew over Paris during the war. How the huge marine monster passed through the Dardanelles without causing a big wash along the shore has not yet been discovered.

Officers on the Constantinople said that the flying sea serpent was first reported off the ancient port of Chalcis in the Aegean Sea and so alarmed the sponge divers that an appeal was sent to Athens to send a gunboat to search for the monster and destroy it. When the commander of the fort fired a gun in the direction indicated by the scared sponge divers the serpent rose to an altitude of about 5,000 feet and flew away toward the port of Smyrna, Asia Minor, where it was reported next day to have sunk two caciques laden with figs and pistachio nuts.

Zubdee Effendi, a Turkish rug merchant who arrived from Smyrna on the liner, said that he saw the scaly-winged monster quite plainly as he was crossing the bay to his home on one of the islands. When the head rose from the surface of the water, he said, all the natives on board flung themselves on the deck and prayed, while the vessel rocked windly and the sea was covered with white foam as if it was being violently agitated underneath.

The head of the nautical reptile was fully ten feet across, with two enormous reddish green eyes butting out on either bow like a ship's sidelights, while its immense flappers looked as if they easily weighed a ton each. Its beam across the middle of the back, which rose high out of the water, Zubdee Effendi continued, was fifteen feet and the length over all was fully fifty feet.

When the sea serpent turned its head toward the boat the heat on deck became unbearable, said the Turkish rug merchant. He felt that his beard was shriveling up. Finally the moster divid, flung its its huge tail into the air with a swish that nearly sent the small schooner over on its beam ends and then disappeared from view.

Within a few days the flying sea serpent, Bubdee Effendi said, was reported off the mouth of the Nile at Damietta, the port of Canada in Crete, and off the island of Mitilene, where it was stated to have rammed and sunk a felucca laden with currants because one of the crew struck the reptile in the eye with a pomegranate. Sponge divers and pearl fishers in the Aegean Sea are reported to be taking a rest until the sea serpent has been destroyed.

Invent New Reading System For Blind

Paris, July 29.—Another step linking the daily life of the blind with that of their more fortunate brothers was achieved recently at the international conference for assisting the blind in the adoption of a new system of writing known as Eastern Braille.

The idea was originated by two priests who are devoting their lives to this work, Father Cantonnet and Canon Nouet. The Braille system, apart from the difficulty in reading even by trained fingers, is not useful for communicating between blind and normal writers.

The Cantonnet-Nouet system follows more closely the synthetic forms of the Latin alphabet, some letters, such as those composed of straight strokes, remaining absolutely unchanged. Tests have shown that a student can master the reading of the new characters in less than a month, as the angles appeal quickly to the sense of touch.

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Martyrs Of Today

Spirit Of The Early Sacrifices Among Russian Prelates Under Soviet

BY C. R. CRANE

(Ex-Minister to China)

However checked in other directions, the Russian people have always had the greatest freedom in discussing and participating in Church affairs. As the Russians are profoundly religious and also sociable and fond of discussions, there was no aspect of the traditions, of the service or of the administration of the Church which was not common knowledge. On the floor of the church all are on one level. This was not a hypothetical matter. It was fully believed and acted upon. The simplest peasant was as much at home in any church as he was in his own home.

Until the time of Peter the Great the Church was independent and all of its processes were the processes of the Church in the third and fourth centuries—absolutely democratic. When Peter seized the Church administration and refused to permit any more Church councils or the election of a Patriarch, the people were greatly distressed and many of them, the Old Believers, the backbone of Russia, would not accept his "reforms." Through more than two centuries of constant persecution by the State, they continued to carry on their religious affairs in secret and without open churches. But their services have survived, including heir beautiful singing.

In the Spring of 1917, when I was in Russia, finding little comfort in the political and social drift, I began to inquire how the religious part of Russia was taking the revolution. No Ambassador or Consul or correspondent was paying any attention to the overwhelming movement going on in the Church, for it was not dramatic, like Kerensky making speeches up and down the front. The Church people were proceeding in orderly Christian fashion. They were delighted to get the Church back into their own hands and word was sent throughout Russia that all laws and regulations since the time of Peter were cancelled and that in both service and administration the Church should be considered as in the early centuries. Every orthodox Russian—and that means two-thirds of the population—knew exactly what that meant. They might not know much about political procedings, but they did know how to reorganise the Church as soon as it fell into their hands.

PRIESTS THROWN OUT

All of the Rasputin priests, Bishops and the Metropolitans of Petrograd and Moscow were thrown out. There was no hesitation about removing them. The new ones were elected in the ancient ways, and that also was understood. The Synod of sixty members was reconstituted and the new body was made up of the finest men, who inspired confidence throughout religious Russia. They took over the power, and there was never the slightest wavering either in their actions or in loyalty to them.

No Church Council had been permitted since the time of Peter, but there never had been any diminution of the longing for it, and the demand for it had been increasing. The people all over Russia knew exactly how to proceed to elect delegates to the Council—in marked contrast to the proceedings to elect delegates to the Constituent Assembly—and these delegates were chosen by universal suffrage. Nothing could have been more representative of the real feelings of the Russian people. While the election was going on the Synod prepared the documents which the Council would be called to study and to pass in order to restore the Church to the people and change it from a national and political church into a universal democratic church.

I was present when the delegates arrived from even the furthest corner of Siberia for this historic assembly. Throughout these months the thing that impressed me was the wonderful understanding of Church affairs. Those in charge knew exactly what was necessary, where they were going and how to get there. Every day definite progress was made. There had not been a start they addressed him as Church Council for 260 years, but every one knew how to elect the delegates. The unique and beautiful church service lasted throughout the day, and all the churches and people of Moscow took part at the inauguration and proceedings of the Council itself without any rehearsal. This was certainly most imposing, and gave one a marvelous picture of the unity and fundamental solidity of the Russian folk. I attended the sessions for a month and have never seen a more orderly, efficient or devoted body. All of the things necessary to be done were done to found a democratic free church which should endure centuries, with little change, and which will get along and keep in close touch with the Russian people as soon as there is a Government in Russia which is in any sense Russian, which will leave the Church alone, and permit the Councils to meet regularly and be responsive to the changes of developing Russia.

This one Council determined that every priest must be chosen by his parish, that all Bishops and Metropolitans should be elected and that all church property should be in the hands of the laity. Its last act—the day the Bolsheviki came in—was to elect as Patriarch the Metropolitan of Moscow, Tykhon, and in all Russia it would be impossible to find a man of more spiritual power or better fitted to direct the Church during these times. All Russians know and adore him. Through all the Bolshevik tryanny he has never swerved a hair's breath in his loyalty to his great charge. He has never compromised. He is the supreme representative of the best of undestroyed Russia.

PERSECUTION BEGUN

The conflict over the confiscation of church treasures was the climax of the persecution of the Russian Church by the Communist rulers. The Tcheka organiser, Spitzberg, declared in February, 1918: "In three or four years we shall have destroyed the Orthodox Church in Russia." A decree separating Church from State had then just been issued. Spitzberg added in his speech that the Holy Communion should also be prohibited by law, because it was a fraud and unhygienic. Lunatcharsky, Commissary of Education, declared some time afterward in a public dispute in Moscow that "religion was opium for the people." These words have since been popular banner mottoes in communistic parades.

How did the Bolsheviki go about destroying the Orthodox Church? First, they estranged the army from it. On January 1, 1918, all chaplains were dismissed at the front and in garrison towns. Some regiments wished to keep theirs. This was allowed on condition that the men paid for them. Three or four months later this concession was generally withdrawn. The Fifty-fifth Regiment of Moscow had a chaplain till the end of 1918. None has any now. The dead at the front were buried without any officiating priest. The Internationale was sung over their bodies. Those who died in garrison towns or near villages might be buried in Christian fashion if their relatives were on the spot to take away their bodies. The corpses of persons executed for political offenses were not surrendered to any one for Christian burial.

Members of the army were not forbidden to attend church services, but it was inadvisable for them to do so. If seen in church they were held under suspicion, and generally put under surveillance. The same aplied to Government officials. Professing communists ipso facto had renounced all religion. They not only dared not attend church services, but could not have their children baptised. Human nature will crop out and their brides—even those of mighty Commissaries—often insist on a church wedding, and have their way.

The Soviet State ignored the Church hierarchy from the start. Patriarch Tikhon, elected in November, 1917, by representatives of all the Russias has never been recognised by the Bolsheviki as head of the Church. From the before joining the monastic order in 1887.

"Vassil Belavin!" the clerk called in a Bolshevist court recently, "Vassily Belavin!" No answer.

"They mean you," a guard told the Patriarch, who is present as a witness.

"I am not Vassily Belavin; I am Patriarch Tikhon."

"The so-called Patriarch Tikhon," calls the court, to end the impass.

Disregarding the Bishops, the Soviet organs addressed their orders to the individual parishes wherever such existed, and where parishes did not exist church services were abolished and the church buildings were closed or turned into storehouses or workhouses. Perhaps 25 percent of the churches in Moscow were thus taken away from the people, including all the seven great national shrines inside the Kremlin walls. A radio station was installed upon the dome of the cathedral in Odessa. Then the cathedral was closed, ostensibly to prevent overhearing.

Church property outside of the meeting houses was simply expropriated. The parish house was treated like any other. The priest with his family was forced into a room or two or driven out, as suited the local Commissary or Soviet. Bishops were treated with as little courtesy. Church and monastery lands, forests, factories and other property, whether income yielding or contributory to the cult, such as candle-making shops, were confiscated and used for other purposes than intended by their donors. The clergy were required to sign cognisance of an order forbidding them to issue information, certificates or documents of any sort, or even use letterheads bearing the name of church or parish or priest.

DRIVING OUT THE CHURCH

The Red Army installed itself wherever possible in Church quarters, often in convents, sometimes in the houses of the Bishops or Metropolitans.

Bolsheviki policy aimed at excluding the Church from any share in education and popular instruction, whether religious or secular. The parish schools, formerly a part of the educational system, were closed. Every village in Russia had had one. They were imperfect but valuable. Kerensky nationalised them under the Department of Education, but the priests continued to teach. The Bolsheviki excluded them as teachers.

A decree prohibited the purveying of any religious instruction to the young under 18 by any one except their parents whether from pulpit or in Sunday school or home. Even church singing was included in the term religious instruction. The famous synodal school of church music in Moscow had been closed since 1918. Russian worship borrows much of its beauty from the singing. The soprano and alto parts were always sung by boys, who, later, after the break of the voice, sang tenor and bass parts. Great composers like Gretchaninoff, Kastalsky, Arkhangelsky in recent decades have produced truly national liturgies of surpassing powger. But Russian church music must speedily deteriorate. The choirs of the future will be deprived of a contingent of trained voices.

Pulpit preaching has not been prohibited outright. But religious teaching to the young being prohibited, it is hard to draw the line, and many a preacher—even bishops—mounted from the pulpit directly to the gallows. As late as 1918 church processions or parades were still to be seen occasionally. These are not now permitted except within the precincts of monasteries.

Even theological instruction and training in seminaries or academies was prohibited. Not by decree, indeed, but by expropriating all buildings formerly occupied and all extra space in monasteries. It is past belief that the Russian Church, with its hundred million believers, has now but three small itinerant theological academies—in Moscow, Petrograd and Kieff—which go like gypsy camps from cell to cell, as the opportunity may offer to lecture to the few students. They have practically no room in the three cities which the authorities will recognise as set apart for this purpose. Furniture, libraries, dormitory equipment, every scrap belonging to the former theological schools has been expropriated. The monasteries were not available as places of refuge. Three in Moscow were turned into prisons. All rooms and chambers and cells in the rest were seized, leaving the least possible space for the brethern, many of whom have scattered to their native places. Prince Eugene Trubetskoy, the late Procurator of the Holy Synod, Izvolsyk, Councillors of Legation and other notables have taken orders. But how can this make up for the condition created by the prohibition of theological training? So oppressive a policy toward a Christian Church has not been pursued since the early Caesars. Even the Turks behaved better.

The attachment of the people to their faith has never been such as under this adversity. They provide sufficient for the clergy, and care loyally for the rudely disestablished Church. Attendance is unparalleled, perhaps to propitiate for national shortcomings which they feel have brought upon their heads the scourge of Bolshevism. At Easter and at Ash Wednesday, 1922, there was an overflow of 20,000 worshippe. at the Church of the Redeemer in Moscow. People stop to pray in churches on their way to work and on their way home.

But the Church's worst trial was yet to come—the famine, which has carried away the faithful by the hundred thousand. This famine was welcomed by the Government as a means of cowing and subjugating the country.

As soon as the crop disaster of 1921 was clearly defined Moscow citizens got together. Appeals were issued. An organisation was formed, relations with the outside world were sought and found. Then inside of two months the committee was dissolved and its members cast in prison. When the hopes of help from abroad thus dropped Patriarch Tikhon issued an appeal to Russia and as a last resort said that such Church treasures as could be spared from the service should be offered to save lives and he asked the clergy to be active in soliciting help and in distributing it. No sooner had this appeal gone forth than the Bolsheviki issued a decree ordering the seizure of all Church treasures indiscriminately leaving but one set of articles for the service.

Tikhon could not approve of this and a conflict ensued. He issued a second epistle explaining that the measure violated Church canon and asking that the Church authorities should make the selection of the articles which could be spared and that they be allowed to participate in famine relief. Many Bishops in turn addressed their dioceses along these lines. At the same time many parishes were stirred and offered to give the equivalent of the treasures required, provided their churches were left inviolate. These offers were refused. Specially revered articles were occasionally allowed to be ransomed at double or triple their intrinsic value to discourage the practice. Or was the object to strip the Russian Church bare and to lay hands on the altars, images and books, hammer and tongs, too often in the midst of worship and in sight of the worshippers, whom this was calculated to wound and outrage?

Upon announcement of the seizure, opposition was manifested and meetings to discuss it were called in all Moscow parishes. But before they could be held twenty-six Church leaders were arrested, including Father Hotovitsky, the former popular priest of the Russian Cathedral of St. Nicholas in New York.

Within a fortnight other arrests took place, decimating the Holy Synod and council. The Patriarch was left alone. Now there was a sentry at his gate, another at his door and a third one at his elbow. Admission to him was permitted only after personal visit and investigation of applicants at the dreaded Tcheka. Finally, on May 12, leaving the patriarchy to Metropolitan Benjamin of Petrograd, he retired to Don Monastery outside Moscow, to await trial on the charges growing out of the conflict. But Metropolitan Benjamin in turn was prosecuted and sentenced to death with his vicar and nine priests. And Archbishop Agafangol of Yaroslaw, to whom the discharge of the patriarchal duties was left by Benjamin, is likewise threatened with prosecution.

Was all this done in order to destroy the Church hierarchy and open the way for time servers of the Bolsheviki? Their candidates are in the field, the Bishop Antonin and his followers, who mean to repeat in the Church the coup Lenin and Trotzky carried out in the State.

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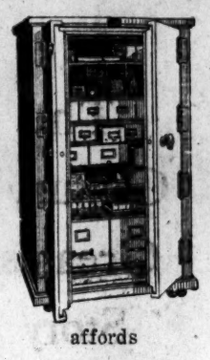

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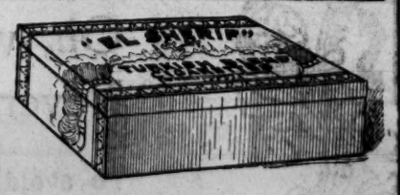

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Lay World Wars To Economic Needs

Kerr's Explanation Of Division Into States Doubted At Institute Of Politics

Williamstown, Mass., Aug. 12. —Philip Kerr, former confidential adviser to Lloyd George, has created no end of discussion among those attending the Institute of Politics by his speech on "the Prevention of War." In some circles here, Mr. Kerr's resolving the fundamental cause of war into that of the division of mankind into separate States is regarded as not stressing sufficiently the economic causes. Two out of three of these who debated his proposition informally today held that in economic differences, rather than in political divisions of peoples, lay the real cause of nations resorting to force, one with another.

While today's public lectures concerned themselves with topics of less world-wide importance, there were many who cogitated the utterances of the man who was Lloyd George's Private Secretary, particularly his open expression of doubt that "the Kaiser or any other responsible man ever deliberately pressed the button to start a General European war." Word by word statesmen, scholars and students went over that portion of the speech, which ran:

"What was it that precipitated the great war? The effective operative cause of the situation which exploded in 1914 was the surrender of Germany to Bismarkism and the failure of its people to take the control of military and foreign policy out of the hands of the Kaiser, his court, his officers and his diplomats into their own hands.

"But what was it that finally swept Europe headlong into war? It was the military time table. No sooner did Austria Hungary begin to mobilise in support of her ultimatum to Serbia, than the Russian General Staff felt bound to do the same in order not to be caught at a disadvantage if the struggle spread. And no sooner did Russia begin to mobilise than Germany felt bound to do the same, for the plans of the German General Staff in the event of a European war were based upon the capacity of the German army to mobilise a few days' faster than the French and to crush the French army before the Russians could take the field. Hence the frantic telegrams of the Kaiser to the Czar, imploring him and commending him to countermand the mobilisation, for he realised when it was too late whither the ultimatum was hurrying with break-neck speed.

"Whether the Kaiser or any other responsible man ever deliberately pressed the button to start a general European war, I don't know. Personally I doubt it. It was the terrible military time-table, the inevitable outcome of Prussian militarism and the division of Europe into a number of rival and separate national States which made it impossible to stop the war, once the first fatal step of mobilisation had been taken. The Czar could not countermand mobilisation unless Austria-Hungary countermanded. Vienna would not countermand after her ultimatum to Serbia, because to do so meant an abject humiliation for the Central Powers, far worse than that of Agidir.

DRIFTS INTO DISASTER

"And so, while telegrams flashed and Sir Edward Grey's proposal for conference was on the wires, the fateful minutes passed. One after another the nations mobilised and the situation drifted steadily out of control until finally the German Central Staff insisted on marching through Belgium as the straightest road to victory and the only alternative to eventual defeats. And Europe stumbled into a war for which Germany had prepared, but which no individual may have deliberately ignited."

Dr. Manuel de Oliveira Lima of Brazil spoke today on the social and racial problems of Brazil. Dr. Josef Redlich gave tonight the fourth lecture of his service on the ideas growing out of the French Revolution. Until the end of the question of international electrical communication under the chairmanship of Walter S. Rogers will be the chief concern of the round table, which has recessed until Monday.

In discussing the question of miscegenation of races in Brazil, Dr. Lima said intermixture was fully practiced in that country, which had the largest in South America.

"There exists prejudice enough, especially amongst distinguished families, against miscegenation, he continued, 'but this last is freely practiced among the people in general, with the result that not only there is no race question in Brazil, conflicts or even controversies over the matter being, so to say, unknown, but that negroes are rapidly disappearing, merging into the white population.

"A source of antipathy is consequently set aside, which would correspond to an irritating feature of the social question and no discontented races are to be found in Brazil, as you certainly have in this country. This condition represents an advantage for national life and is one of the reasons for the happiness that Brazil suggests, although things are not perfect and no serious reason appears for claiming that Americus Vespucius was accurate when he located down there the earthly paradise.

"Since pure races are, according to ethnologists, a historical error and consequently Gobineau, the apologist of the white race, Teutonic races, may be taken as a philosopher given to whimsical speculation, we have to admit that the Hispanic-American or more precisely the Brazilian solution of the racial question of the colored race at least is certainly wiser, more promising and, above all, more humane than any other solution which operates through separation or segregation."

FRENCH PEOPLE LEAD

In his fourth lecture tonight Dr. Redlich explained in general outline the profound change in intellectual, religious and metaphysical ideas which was produced in that age of enlightenment which represents the culmination of the eighteenth century's work in respect of the interlife and development of Europe. "In France the spite of enlightenment first developed into popular currents and thenceforward into political movements," said Dr. Redlich, "so that the French people became the leaders of Europe in drawing practical political conclusions from the new spirit of the age. This explains why the French Revolution in its beginnings appeared as the first avowedly universalist movement of modern European society. All its achievements toward liberty and fraternity were declared as achivements not for France alone but for the whole European mankind which would follow the new political gospel of liberty and democracy."

The speaker discussed foreign invasions of revolutionary France and told how France's patriotism thus was roused into "modern national patriotism." He described the role of Napoleon, and then the work of the Congress of Vienna, which failed, he said, to recognise the new forces that had meanwhile come up, supporting those views of self-determination of peoples in a political and national sense which were the first growths of the revolution in France.

"The history of international relations in the nineteenth century in Europe in that period from 1815 until the Armistice of 1918 is nothing else," he added, than a complex and multifarious struggle; in the main a struggle of national feeling against the old idea of determination of the fates of nations, of principles of sovereignty of dynasties and the legitimacy of their rule. This great epoch, the last phase of which we have seen since the beginning of the century, is best divided into two halves, the year of the formation of the German Empire and the final organisation of the kingdom of Italy dividing those periods.

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Forger Scatters U. S. Checks In Germany

Berlin, Aug. 12 —Some hundreds of forged checks against the National City Bank of San Francisco are floating about Germany as the result of the escapade of Martin Goldschmidt, forger de luxe and former aid of Bela Kuhn.

Goldschmidt's forgeries, which total millions of marks, began in Hungary under Kuhn's regime. He escaped to Germany, and even when Hungarian demands for extradition were carried to the Reichstag the Government refused on the plea put forward by Goldschmidt that Hungary wanted to punish him for political crimes only.

Posing as a Russian baron, he contiued his forgeries on a wide scale. He was caught and jailed, but escaped while going to a dentist, pleading a toothache. He secured a large number of bank checks of the San Francisco bank, and cashed them within a few days. He had little money left when he was again arrested.

Homer Balmy Takes Pen In Hand

The Marconi—Balmy Mowtor.

Senator William Marconi, New York Harbor.

Dear Sir: As you are visiting our country in your elegant steam yacht, I will take pen in hand to hand you a few well chosen words of welcome.

I have long admired your many inventions, Mr. Marconi, it may please you to learn. You certainly have quite an inventive mind, if you will pardon me saying so.

While nothing is flatter than to flatter, still my policy is flowers for the living, as we will be a long time planted.

Hence I do not hesitate to say to you, sir, that in my personal opinion your wireless telegraph is one of the wonders of the age in which we live in, skeptical although I somewhat was at the start.

When told that you could send a telegram through the air without a wire to conduct it, I was afraid there was some hocus-bogus about it. In fact, I said it sounded pretty phoney.

But now we see great and small stringing up aerials on their various roofs. We gather around our crystal sets in the evening in the bosom of our fire-sides and listen to sacred radio concerts instead of seeking demoralising amusement elsewhere. And even a good many of our trolley cars are getting to be conductorless, ha, na, which should teach us to look before we laugh.

Alas, however, Mr. Marconi, the scoffers are still numerous in our midst, I grieve to state.

You would think that by the time that a few little inventions like the fireless cooker and the Ford car had been invented, that the unthinking would think twice before turning their noses up at the new patents they meet at every turn.

Yet they never learn from sad experiences, but when a man of science like you and I comes along with something to make life swifter and more expensive for them, they go right on having a good time at our expense.

It was so with Mr. Archibald Rockline, the wealthy banker, with whom I was recently identified in the capacity of general assistant to his head gardener.

If you have grass in sunny Italy, senator, you probably know that nothing runs up the blood pressure like mowing it in the hot sun, to say nothing of the mosquitoes and other drawbacks.

One morning last week whilst mowing Mr. Rockline's lawn I had the inspiration of my career. I will trust you with my secret. It is a lawnmower impelled by gasoline that you can steer by wireless.

A child or even a lady can operate it with a simple twist of the wrist by sitting on the piazza and working a control switch.

As you rest in the cooling shade, hardly perspiring at all, the Balmy Mowtor, as I call it, runs merrily to and fro across the lawn of its own free will and accord, filling the air with lively music and blue grass.

Of course, if you go indoors to telephone or anything and leave the machine without guidance, it may playfully wander over in amongst the flower beds next door and get you in Dutch with your neighbors. But, still, what is anybody's loss, as I remarked to Mr. Rockline when he came home from his bank at the end of the day.

With my chaarcteristic trustfulness and generosity I offered to let him co-operate with me in placing the fruits of my fertile mind at the service of suffering humanity. I said I would supply the brains if he would furnish the capital.

But he replied in a large and financial manner that he paid me to cut his grass and not to dream pipe dreams. He said he was not in the fruit business, and many other raw things that a young man of pride will not tolerate even in a millionaire.

The world's coldness to budding genius makes a fellow pretty warm, Mr. Marconi, and still we should not be disheartened. For while they may force us to walk the plank one day for having more intelligence than what they can appreciate, but the next thing they know we are touring the seas on our private steam yacht, and they are hanging around the dock hoping to get a sight of us and wishing they had had more vision.

Well, sir, now that the air is full of Marconigrams flickering back and forth at so much per flicker, I expect you probably are wondering what you will invent next.

Hence your visit to our shores at this time seems quite timely as you might like to look over my plans for the Mowtor, which I still need a little farther advice in regards to the wireless end of it, I am certain.

If so, I would be glad to call on you on board of your yacht and talk things over with you over our cigars in your saloon. And if you are interested in my idea and would like to take an interest in it, I would be agreeable, you may be sure, as your name in connection with mine would help sell it, I am certain.

In closing let me say that I will hold my time open until I hear from you, and in the meantime I remain, sir, Cordially yours,

Homer Balmy.

P. M.—In case you are cruising to Bar Harbor or any place I could easily go along with you for a few days and thus not detain you in your travels. I have never done any yachting to any great extent as yet, hence it would be quite an experience for me, I imagine. But I will modestly let the suggestion come from you, sir. H. B.

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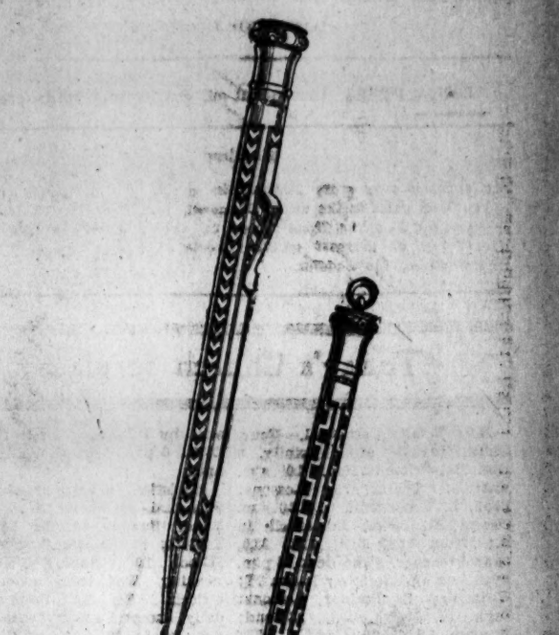

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Weather

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Today's Church Services

Holy Trinity Cathedral.—Fourteenth Sunday after Trinity. 8 a.m. Holy Communion. 10 a.m. Mattins; Psalm 75; Lessons: Zeph. i., I Cor. xiii. 10.30 a.m. Choral Eucharist; Somervell in P.; Hymn 320, 304, 318, 319, 156; Preacher. The Dean. 6 p.m. Evensong and Sermon; Psalm 77; Walmisley in Dminor; Lessons: Zeph. iii, Matth. xxi, 23 end; Hymns 18, 529, 588, 627; Preacher: Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—10:30 a.m. Mattins, Sermon and Holy Communion; Preacher: Rev. T. W. Hall, M. A.

St. Joseph's Church.—Low Masses at 6, 7 and 8:15 a.m. At 10 o'clock, High Mass, Sermon in English. At 4 p.m. Benediction. On week days Masses at 6 and 7 a.m.

Union Church.—11 a.m. Preacher Rev. A. N. Rowland, M.A.; Subject "God's Glory and man's honor, Hymns 10, 299, 409, 305. 6 p.m. Preacher: Rev. A. N. Rowland, M.A.; Subject: "Jonah's Adventure;" Hymns 616, 432, 377, 697.

Shanghai Free Christian Church (Evangelical) Corner of Range and Chapoo Roads.—The services will be conducted as follow: 11 a.m. by Rev. J. Walter Lowrie, D. D. 6 p.m. by Rev. A. H. Barham.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Matter." Sunday School 10 o'clock. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10:30 a.m. to 12:30 p.m. at No. 21 Nanking Road, Room 71.

New Thought Center.—Whiteaway, Laidlaw Building (fifth floor), 95 Szechuen Road, Sunday Service from 11 a.m. to 12 noon. Free treatment and teaching daily from 10 a.m. to 1 p.m. Healing Circle every Friday from 5:30 to 6:30 p.m.

St. John's Pro-Cathedral Jessfield, Evening Prayer in English at six o'clock. Preacher Rev. L. Faucatt, M.A.

Community Church.—Morning service at 11:00, Columbia Country Club, 50 Route Doumer. Rev. James M. Yard, preacher. Afternoon service at 5:00, Masonic Hall, 30, The Bund. Strangers welcomed at both services. This is Newcomers Sunday and all recently arrived in Shanghai are especially invited.

Should Russia Be Recognised?

The View Of An Eminent Socialist—Revolution Of The Peasants An Accomplished Fact

BY EMILE VANDERVELDE.

EVEN to those who do not accept all his conclusions, the report of so eminent a Socialist on a recent visit to Russia is of great interest. Emile Vandervelde has for many years been the leader of the Belgian Socialist Party and an active spirit in the International Labor Movement. He has been bitterly denounced by the Russian Communists because he believed in the duty of National Defense and accepted, during the War, a post in the Belgian Cabinet. He has just returned from Russia, where he went as a lawyer for the defense in the trial of the leaders of a Socialist Group which has been opposed to the Communists.

A briefless lawyer, kept from the bar by professional duties and politics, I have only pleaded two big cases in my life. The first was in the Congo in 1908, where I defended two American missionaries, who had exposed the abuses of "red rubber;" the second this year, for the Russian "Social Revolutionists," accused of conspiring against the Soviets and plotting the assassination of Lenin.

I won the case in the Congo, because there were real judges in Leopoldville. But the Social Revolutionists were convicted in advance. They appeared, not before an impartial court, but before their political enemies, who were determined to condemn them. But we hope that their lives may be saved and that in their own interests the Soviet Government will not commit the criminal folly of sending them to execution.

You ask me, what were my impressions during the four or five weeks which I spent in Russia?

The answer is not easy; especially at this moment, where one has reached a turning point in the Revolution—where that which existed yesterday is no more, where what will come tomorrow is not yet born.

Before endeavoring to tell what I have seen, some preliminary remarks are necessary.

First of all, during our sojourn in Russia, we were almost always accompanied by young officials of the commissariat of Justice, courteous, amiable obliging, but who acting under orders, left us just about as free as picketed goats.

In the second place, we did not have any personal dealings with the communists beyond discussions in the press or interviews relating to the trial. As regards the non-communist Russians, we were warned that they would be exposed to serious difficulties if we had any contact with them. So altogether we spoke freely only with the prisoners or with their lawyers. The British Commercial Representative invited me to tea. I was forbidden to see him, because he represented a capitalistic Government, hostile to the R. S. F. S. R. (Russian Socialist Federated Soviet Republic).

A "NEW ECONOMIC POLICY"

Finally, we only visted Moscow, where the N. E. P.—the "New Economic Policy"—has, in the last six months, started a sort of commercial revival. But there is general agreement that Moscow is an oasis in the Russian desert. The situation of the country, on the whole, does not appear to be improving; quite the contrary. Whatever remains of the big industries—the textile industry, for instance—is passing through a very grave crisis, at this very moment. However enormously reduced production may be, all the same the output is not consumed, owing to the lack of buyers. There are unemployed in Russia, just as in capitalistic countries. The famine zone has been increased on the whole. It has been diminished in certain regions, but it has been aggravated, dangerously so, in the industrial basin of the Donetz. It is true that the prospects of the approaching harvest are better. Wherever seed has been sown, good crops are expected. At one of the feeding stations they said to me: "Even if it continues to rain, there will still be a great deal of misery to alleviate next year; but there will be no more general famine."

But let us come to my personal impressions.

I have been in Moscow three times: in 1914, in 1917, and this year. At first sight, things are less changed than I had expected.

Moscow remains the city of nine hundred churches, crowded as much or even more than ever by the faithful. Some statues have been melted down. Others have been erected, just as conventional, just as blatant as the worst official productions of bourgeois art. The greater number of the buildings are intact. One can just see, near the Kremlin, over which the Red Flag of the Soviet flies, the ruins of houses demolished or damaged by shells.

AN IMMENSE DISASTER

But in looking more closely one sees that the disaster is immense. Nothing has been built, not a single facade has been repaired since 1914. Half of the old houses, I was told, are uninhabited, because they are uninhabitable. The water pipes have burst, the woodwork has been taken for fuel, there are no more glass panes in the windows. The greater number of sumptuous residences of the old regime have been transformed into offices. The Cheka has established itself in the offices of an Insurance Company. The Labor Unions are installed in the Club of the Nobles. The Supreme Revolutionary Tribunal has its seat in the salons of the wealthy merchant Riabouchinski—the very

(Continued on Page 20)

Super-Zep's Venture Beaten By British Ruse

Big Airship Almost Relieved German Forces In East Africa Just Before Their Surrender

BY HOWARD MINGOS

One after another many of the war's mysteries are being revealed. There are instances, however, where the details have not been supplied with any degree of enthusiasm because they reflect either on the cleverness of the enemy or the stupidity of the people at home. One can easily understand, for example, why officials in Germany are willing to dwell at length on remarkable air venture, both remarkable and important because it was designed to save the German colonies; but they cannot be blamed for withholding the details of the failure—although the airship they used and the flight it made never have been equaled.

In the late Fall of 1917 when some of the bitterest fighting of the war was being waged for possession of the colonies in German East Africa, General Lettow-Vorbeck sent word to Berlin that his supplies were almost exhausted and that unless he received assistance from outside sources he could not be responsible for the consequences. Lettow-Vorbeck, in a carefully guarded dispatch, suggested that aircraft be used to transport supplies. He had received the idea from a member of his staff. The German High Command seized upon the scheme, enlarged upon it, and decided that, subject to approval by the Kaiser, they would send a dirigible. Their plans, as they saw the successful conclusion of the mission, meant not only relief of the troops, rescue of the colonies with another victory, but would be something to encourage the people at home and disconcert the enemy.

This was before the days of commercial flying. No long flights had resulted in complete success. Here was an opportunity to show that Germany was supreme in the air. The problem was to create a superdirigible, big enough and so sure and safe that it could fly from Europe to German East Africa and return after leaving tons of cargo.

The High Command called in the engineers of the Zeppelin Company. The conference lasted several days. The engineers went over the details carefully. They comprised the same personnel that today is credited with having led the world in lighter-than-air development. They had produced almost a hundred rigid airships since Count Zeppelin made his first successful experiment in 1900. If anybody on earth could build the ship needed the Zeppelins could.

The engineers pointed out to the men who were running that side of the conflict that their plant was working to capacity on comparatively standard types for military use. In turn it was pointed out to them that the plan under discussion was of a military nature, if it was anything at all, and that they should subject everything to developing something new, different and better than ever before. This was not so difficult, after all, because only a few weeks before the Zeppelins had completed the LZ-120, which had made a duration flight of 101 hours, proving that airships could remain aloft several days.

With this as a guide, the engineers locked themselves in their drafting rooms and conceived a larger ship, longer than the others and capable of carrying heavier burdens. They then reported to the Admiralty that the plan was feasible. The ship would have to be especially outfitted, with all possible space, aside from the crew's quarters, reserved for cargo and fuel. They said that the ship would have to lift more than fifty tons beside its own weight. There were to be five motors, assuring a speed of 65 miles an hour. They had named their design the L-57. The Admiralty liked it; and took it to the Kaiser. He was delighted.

INFANTRYMAN COMMANDS

The Kaiser also had another plan. He would send one of his best infantry Generals into Africa to save the situation. Further, he would let him command the Zeppelin. Why, nobody knows. But they had a habit of doing things like that in the war; and the habit was not confined to Germany. We recall an expert motor mechanic who had just come from a foremanship in a large motor factory being sent to a school for wireless operators soon after he had gone overseas. Meanwhile we were sending wireless operators and other expert artisans to schools for motor mechanics, arbitrarily assigning them to duties for which they had neither liking nor training. And that is just what the Kaiser did. The General he chose did not fancy his new job.

"But I cannot fly, I am not a pilot, Highness!

"They will make of you a pilot. You shall learn to fly, and that right quickly," said the Kaiser.

In less than three weeks the infantry tactician was registered as a pilot of Zeppelins, one of the most highly specialised professions in the army. Meanwhile the Zeppelin engineers had gone ahead. When we realise that airships as a rule require many months and often years before they can be flown, it seems unbelievable that the L-57 was completed in four weeks from the time work was commenced on her. But that is the truth. In four weeks the High Command was invited to witness the flight of the great ship. Everybody who could obtain official sanction was on hand to see her take the air.

Nothing like it had ever been thought of, or conceived. The L-57 was so constructed that if there was not enough fuel available to bring her back to Germany after reaching Africa, her rear framework, 250 feet of it, was to be set up as a wireless tower. Her outer envelope was made of light duck canvas, laced on in squares, so that if the airship remained in the colonies each square could be set up as a tent for the soldiers. The gas bags were marked in patterns to be cut up in uniforms. The tail structure, rudders, elevators and fins were so designed that they could be taken off and made into a great warehouse, supported by parts from the framework of the ship, which measured 744 feet from nose to tail. The nacelles, each of which housed one of the powerful motors, were not only nacelles, but motor launches, capable of being cast off from the rest of the outfit and navigating on the surface of the water.

After a general inspection the infantry commander took his place in the navigating cabin. The plan was to fly the L-57 to Jambol in Bulgaria, and there load her for the long trip. It was the General's first air command. He was as new to his surroundings as the big thing he sent shooting into the air like a rocket. It was therefore not surprising that on his first flight he became involved with a storm. An hour after she set out, the giantess had poked her nose against the unyielding earth and so wrecked her frame that further service was impossible. They burned her where she fell, to prevent spies getting details of her marvelous construction. No word leaked out that the lost ship was any other than one of the standard military types.

"Build another one, and make it snappy!" ordered the Kaiser, politely insinuating that if the commander had been as well designed mentally as the ship was constructed physically, the accident never would have taken place.

The Zeppelin engineers cut the construction period in half. In fourteen days the new rigid was launched and christened the L-59. Inside and out, she was the counterpart of her predecessor. She had all the attributes of her sister ship and all the knick-knacks meant for Africa.

So perfectly did she function that the constructors receives official congratulations from the "All Highest." Without waiting for a test flight, the crew climbed aboard with their infantry skipper, whose limited experience had been reinforced by intensive study and training, spurred on by certain remarks.

There was another great day for the High Command when the L-59 soared out of sight toward Jambol and, contrary to the expectation of the veteran airship captains, made the flight successfully. Later the ship made test flights, during which the crew became accustomed to its duties and each member learned the duties of another. It was well that they did this, for many of them were incapacitated during the strange misadventures which followed.

HAS A BAD TIME

Just as they started to load the ship, Jambol was visited by a series of storms, the most severe in years. This delayed departure, as the General did not feel like flying in the face of Providence inexperienced as he was. Instead, he drilled his crew and let his crew give him all the education about airships that he was able to cram. It has been said, by one familiar with the incident, that the poor old General sat up night after night learning how to fly. No matter what others may think, our sympathies are with the General.

He made a thorough job of loading the craft. First he stowed away twenty-one tons of gasoline, and then nine tons of machine-gun ammunition. Four tons of medicines were put aboard. Everywhere possible they tucked something for the East African troops.

When the L-59 departed from Jambol, the censorship was so strict that the townspeople were not informed and only a few early risers saw her disappear in the mist toward the South. As he straightened out some 2,000 feet over land, the General must have felt the calm assurance of knowledge that for hours he would be flying over friendly territory.

Nothing momentous occurred until the Zeppelin approached a new Turkish position of such recent origin that the General's map contained no mention of it. As he drew near he saw sharp puffs of smoke and bursts of flame that resembled shrapnel.

"Ah," he cried (or must have cried), "they salute me, the great General about to succor our colonies. They salute the greatest of the great birds. Careful there, helmsman: sheer off! (Or words to that effect.) We pass almost through their welcoming barrage. For it is only a welcome, is it not? They are our friends. Why do they not cease firing? The fools! Sheer off! Sheer off!"

And then, CRASH!

Bits of steel splinters hurtled about the ship as she staggered under the impact of a glancing blow near her tail. The Turks had not been firing dummy smoke bombs, as the commander supposed. They were testing their new anti-aircraft batteries with deadly and telling effect. Later, it was ascertained that they had not been notified, nor had they received the customary warning, that a friendly craft was passing over. Lesson No. 2 for the fledgling commander. He might have wirelessed.

SHIP IS HIT

As the L-59 reeled under the first hit, another salvo struck her, perforating the gas bags, which commenced leaking valuable hydrogen. She was barely able to limp back to Jambol. We wonder what the skipper thought of aerial warfare as he and his crew worked with all their might and main adjusting the ship's ballast to keep her on an even keel.

Nevertheless, he made Jambol, where they worked day and night repairing the ship with materials rushed from Germany. Finally, on November 21, 1917, the L-59 set out again, only to run into a storm that for hours after passing the Island of Crete kept her commander busy at the controls. He and all hands remained up all that night lashing everything tight as it was torn loose and taking turns in the task of navigating through the almost impenetrable murk, broken intermittently by lightning flashes. Those who have flown through thunderstorms appreciate the sensation every flash of lightning brings, which invariably appears to be directed at the very place and happens to be in at that moment. Depending solely upon his compass, the skipper made a good flight that night, the more remarkable because he used no wireless direction finder. When the lightning played too closely for comfort he had pulled up his antennae, which functioned only when lowered from the navigating car under the bow. His wireless was of little use, anyway. He knew his course, and he expected no messages. He knew his instructions to the letter. They were comprehensive and conclusive. Translated liberally they meant "Get there!"

But it so happened that there was a wireless message snapping about through the ether, intended only for the skipper's ears. The powerful radio station at Nauen had been calling him for hours; and had tried at frequent intervals to raise the L-59 from the time it left Jambol. The ever-efficient German Intelligence Office had intercepted a message from the British War Office that caused consternation among the High Command. It was to the effect that the colonies had been surrendered to the British. Britain was openly congratulating the General who had conquered Lettow-Vorbeck. This was the first intimation Berlin had received of the catastrophe. Thanks to the intelligence office, there was yet time to save the master craft. She must be recalled. The Nauen wireless went into action.

Meanwhile, nature had favored the L-59 after giving her a hard drubbing throughout the night. Dawn found her casting a long black shadow on the bleached sands of the great desert. Making more than a mile a minute a cruising only a few hundred feet above ground, the General and his crew amused themselves watching the startled natives, first at the Oasis of Dawafrah and then at Dachel, as with superstitious fright they scurried hither and yon escaping the monstrous thing cleaving the sacred heavens where only the benignant sun, his sister the moon, and her children the stars, had throughout the ages reigned supreme.

Came dusk and the cool desert winds made the voyagers drowsy. Soon after nightfall they let down their wireless antennae and as many as possible grouped about the radio operator to keep their minds alert, and incidentally to hear the world news. As the operator adjusted the phones to

(Continued on Page 17)

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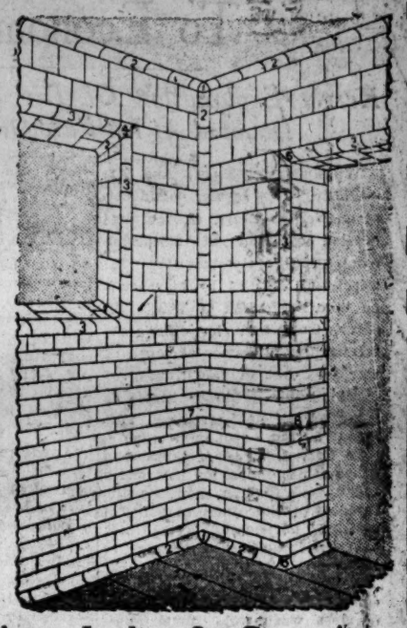

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GOSH, WHAT A GALL!
D'JER EVER HEAR ANYTHIN' LIKE THAT?
IF I DIDN'T HAVE TO GO HOME, I BET HE WOULDN'T STOP ME!
ME TOO, THE BIG GOOF!
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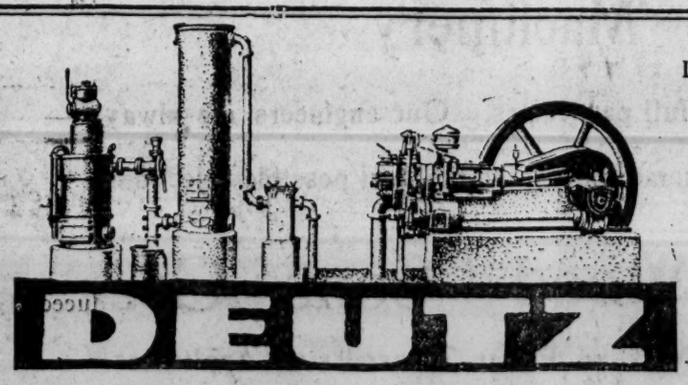

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The Universe, God And Science

BY GARRETT P. SERVISS

Eminent Astronomer and Authority on Subjects of Scientific Interest.

Miss "E. B." writes me that the contemplation of the starry heavens "renewed her faith that there is a God who does these wonderful things," and yet, although still but a young woman, she adds: "But the longer I live and see how little life in this world holds besides tragedy and misfortune, which have come to me, I cannot believe there is a merciful God. Do you find any proof of supernatural agency?"

Science has, and can have, no proof of supernatural agency, for one reason because it is not the object of science to seek such proof, and for another reason because science possesses no means of recognising or testing such proof. If you turn for consolation to the marvellous spectacle of the starry heavens, you will obtain what you desire only through the expansion that that stupendous sight gives to your mind through its perception of the illimitable greatness of the power that produced these things.

Science does not consider God as acting as a supernatural agent in creating the universe. It does not know anything about such action, except the physical results, and the physical laws that the phenomena of the universe evidently obey. Science cannot "find out God." But that is by no means a denial of God. The trouble is that a great many persons utterly mistake the mission, the purpose and the powers of science. They try to set it a task contrary to its nature and ability. It is a physical machine and works only with, and in, material media, and is not designed to operate in a "spiritual" atmosphere.

To one suffering from the personal tragedies and misfortunes of this life the contemplation of the greatness of the universe, in which this earth is less than a speck, may bring consolation in the thought that the "mercy" of the creator of all those millions of suns and systems may well be commensurate with the vastness of his other qualities, and thus may seem absent, as judged by the wishes and ideas of infinitesimal and ephemeral man, when in reality it is continually exercised on a scale beyond man's comprehension. Those sufferers in this world who believe that their existence is linked in time with the whole life of the universe may look upon their distresses as passing shadows in an endless day. The universe was not made for you alone, but its possibilities are infinite, and you have a due birthright in all of them.

But do not look to science to assure you of such things. An immense amount of harm to popular thinking has been done by the confusion introduced by certain movements of a religious character borrowing the prestige of the name of science—for everybody knows that science in our time has come into her rights and has achieved a very great place in public confidence and esteem, so that her name is worth borrowing. The consequence is that utterly unscientific speculations are misleadingly stamped with the potent name of science.

An entirely false notion of the true meaning of scientific proof is thus widely propagated. Science has had a long, hard fight to attain the eminence which she now occupies, and it is only simple justice that she should be defended against those who, with excellent intentions, it may be, undermine her character by assuming to share her methods when in fact they appear not even to comprehend what those methods are.

Science concerns itself only with facts and laws that are evident to, and certifiable by, the human senses and human reason acting upon evidence furnished by the senses. In other words, the proper field of science is limited to psysical or material phenomena. If any man affirm that there is nothing whatever beyond the range of the senses, he says a foolish thing, not justifiable even by the experiences of science. All that he can truly say is that, as far as he knows, or has been able to find out, there are no phenomena outside the human mind that do not ultimately fall under the category of physical or material.

But the mind itself, and the soul, if that be considered as something independent of the mind, science has not explained, and will never explain, unless it can show that they, too, are nothing more than manifestations of physical energy. The "spiritual" part of man, treated as such, is outside the range of the methods of science. To talk of "physical science" and science that is not physical is merely to introduce confusion. Let non-physical speculations be called metaphysics, or what you will, and let science remain in undisputed possession of the name that she has made glorious, but which was a rejected stone until she placed it at "the head of the corner."

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-:- Chin Chin -:-

"One of the best ways of attracting birds, according to the authorities, is to place the lips on the back of the hand and make a violent kissing sound."—F. L. Allen in Harper's Magazine.

We referred this momentuous question to Miss Ima Hoot-Nanny who sez she don't know how a kissing sound attracts birdies but it sure is a clarion call for mosquitoes.

* * *

We have it on the best of authority that as soon as these here crises stop coming at the rate of three a day Mr. Lloyd George will resume writing his book.

* * *

PA JONGG SEZ:

"It always surprises the heck out of us to discover that our enemies have any friends at all."

* * *

Miss Dumbelle says she has a girl friend who has a mother who is just like a girl friend. She's always taking daughter's beaus away from her.

* * *

REMARKABLE REMARKS

"In Japan it is bad to have a husband, but it is worse to have no husband".—John Paris in 'Kimono.'

"What I like is to play ball with a lot of men who can play ball better than I can. That makes me play better."—Joe Dugan, Yank's first baseman.

"Without censuring lipstick, rouge and powder, I may remind what Ruskin would call our 'modern painters' that there is also a beauty in holiness."—F. W. Wilson.

"When one is in love, one always begins by deceiving oneself, and always ends by deceiving others. That is what the world calls romance."—Oscar Wilde.

* * *

Old John Barleycorn may be dead as the prohibitionists declare but the old boy seems to be wanting to take a last look at his beer.

* * *

Miss Ima Hoot-Nanny sez she hopes the appointment to the vacancy in the Supreme Court will add weight to it as Mr. Taft did.

* * *

CATTY PORTRAITS

I.

JANE.

We used to say:
"What a lovely nature she has!
So helpful and unselfish;
What a pity that her family,
Otherwise so charming,
Suppresses her personality so!"
But now you are married
And your family is dispersed
(Addresses are so hard to keep track of nowadays!)
And besides, the psycho-analysts tell us remorse is wrong. . . .
But I have spent a week end with you,
And if only—if only—
I could send an expensive engrossed note of thanks to your family
For suppressing your personality in the past.
Anyhow!

* * *

We've got an amateur violinist living somewhere close by the 'lil love cote on Roo Cornay that don't speak to the happy family anumore. He's been sawing away day and night for a flock of twenty-four houreses without protest, until the other night his rosin screaming was horrific.

He was attempting the Kreutzer Sonata, which as everyone else knows, has several long and impressive rests in it. On the second rest Miss Ima Hoot-Nanny could stand it no longer. She leaned out of her window and yelled, as sweetly as possible:

"Hey, you horror-scraping fathead, why don't you play something you know!"

* * *

RAGE

When I am mad
There seems to be
A raging bull
Inside of me—
He roars and rushes
In my head
Till everything
I see is red,
He is so strong
He makes me do
All sorts of things
I ought n't to,
And oh! the dreadful things I say
Before at last
He goes away.

ISABEL CHIPMAN.

* * *

Pa Jongg sez that as near as he can figure it out some fella's marry poor girls and settle down and some marry those with rich papa's and settle up.

* * *

The MacGimple's have a friend out in Frenchtown who has just bought a car and last night Mac was warning the proud new car owner not to neglect his exercise just because he had a gas-wagon.

* * *

"I won't," sezze, "it's a second hand car."

He's right!

Yes, Little Sunflower, three may keep a secret if two of them are away somewhere where they can't even write!

LARRY.

Super-Zep's Venture Beaten By British Ruse

(Continued from Page 16)

his ears and listened a surprised expression crept over his features, and he began scrawling a message in code, which only the skipper could understand. It ordered him to return at once.

SUSPECT TRICK

"Ah, a trick, maybe," he grunted. "We'll try Berlin. Send this: 'Is message correct, order positive, for L-59 to return to base?'"

The reply was immediate. For out over the desert, clipping along in the night, directly west of Khartum, the L-59 heard the homing call. Sighing regretfully, but remembering that he was a General in the army, and forgetting that he was then making the longest flight on record, the commander ordered his helmsman to turn about.

The L-59 went across the Sahara on the return journey, thence over the Mediterranean to Adalia on the coast of Asia Minor, and then at high altitude over the Black Sea to Jambol. Only four days had elapsed since her departure. She had traveled in those four days more than 4,500 miles, without stopping, a long distance voyage that today remains a world's record for all kinds of flying craft, without landing.

Back in Germany at secret bases the High Command profited by the lessons learned on the momentous voyage. For one thing, they knew what Zeppelin engineers had always asserted was possible, that airships could make long voyages with heavy cargoes, that they were comparatively economical in commercial air transport. Considering her load and the distance traversed, the L-59 had not been expensive. She had set out with twenty-one tons of fuel and after returning to Jambol it was found that she still had enough remaining to keep her cruising three days.

The shock came several months later, when official reports from Africa filtered into Central Europe. This time the reports were true, officially and undeniably true. They informed the High Command that the German colonial forces had held out several days after the L-59 had abandoned the flight. The army had been compelled to surrender at last because it had no ammunition and the men were falling ill with fever which the doctors could not curb. They lacked medicines.

Britain had known for weeks of the plans to send the airship to Africa; and with a nicety of calculation which remains a mystery had sent broadcast the fake congratulatory message. It was done at the psychological moment. The German Intelligence Office fell for it. The result was that Lettow-Vorbeck was forced to surrender.

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40-42 NANKING ROAD

How Science Assists In Crime Detection

Paris, July 25.—The unending combat between criminals and the defenders of society has in recent years become a real scientific war. New discoveries are assimilated with amazing rapidity by the up-to-date criminal, and the policeman must keep "at the page" or confess himself impotent to protect or avenge.

In most countries there are more or less serious attempts to help the police to outdistance in knowledge and weapons the experts in crime. In France, especially, police laboratories and schools are taken seriously. Of all the establishments of this sort with which the country is endowed the most famous and probably the most efficient is that of Lyons, where the brilliant Dr. Locard is in charge. Though still comparatively young, he is already well advanced in his life's ambition—to lay the bases for a co-ordinated and complete science of crime detection. Many of the extraordinarily interesting methods he uses are known to criminologists, but a few of them are quite recent and may even be news to the expert—among them his work on the fascinating and difficult question of "graphology," a matter which has been in the the public eye much of late owing to a series of sensational crimes which turned largely on the identification of handwriting.

MAY BECOME EXACT

I am able to give a sketch of the main heads of what is likely in the near future at any rate if the hopes of Dr. Locard be fulfilled—to become an exact science for the positive and unquestionable identification of handwriting, no matter how cleverly disguised. It may be recalled in this connection that it was Dr. Locard, by his expert examination of the anonymous letters of Tulle in the "Tiger Eye Case," who finally solved the mystery, which had already caused death and madness, and brought the odiously clever and perverted young woman responsible to justice.

The principal classes of cases which the handwriting expert is called on to solve are:

1. Erasion, or scratching.
2. Surcharge.
3. Forgery by tracing.
4. Freehand forgery.
5. Disguised writing.

The first two categories are nowadays largely matters of chemistry. Dr. Locard's principal work has been done on the last—class five.

ALTERATION BY ERASION

When a document has been tampered with, either by indiarubber or with a penkife, the fact is revealed easily, either in looking through the page held up to the light or by soaking it in benzine. Benzine spreads in a circular manner in an untouched document, but when it arrives at a point and the "size" injured its progress becomes irregular both in speed and in direction. This extremely simple means shows the spots which have been interfered with. It is then a matter of restoring the primitive text.

In the case of pencil-writing it is almost always possible to find out what was rubbed out by photographing the back of the page in oblique light. The point of a pencil produces a groove which no rubbing can entirely efface.

In the case of ink it is more difficult. There are three systems. Bertillon's system, which he called carburation, consists of making the paper very hot in an oven. This often works, but nearly always incompletely and at the same time the document (often a precious piece of evidence) is ruined. In a case at Annecy—an affair of postal frauds—the expert, in using this method, entirely destroyed the only proof of the innocence of the accused.

CHEMISTRY, PHOTOGRAPHY

Another method, more up to date, consists in the use of chemical means. This operation, however, demands a foreknowledge of the chemical nature of the ink used, often a difficult matter. Analysis of the ink of the contest must first be done—a most difficult and delicate operation. The only technique extent of this operation is that (faulty) of Prof. Fraser, which only applies to black inks. One of the greatest unsolved problems in the field of crime detection is that of a proper and satisfactory method of analysing inks.

The third method is by photography. This is called Fogel's method, and was invented by the Berlin scientist over fifty years ago in the following circumstances: A lady went to be photographed. While the plates were being developed it was discovered that many obscure blotches and spot covered the face. As the customer had a perfectly beautiful complexion the photographer asked her for another sitting. She did not reply, and it was later discovered that she had contracted smallpox, and that the faithful photographic plate had revealed the tell-tale eruption while she was as yet unaware that anything was wrong. Naturally with Fogel's method a special technique is required. Chromolithic plates are used, and more commonly those sensitised by iodine of silver.

RECONSTRUCTING A TEXT

Reiss had done even better than this by successive photographs taken one of another in a long series, each new plate showing up a detail which was invisible on its predecessor. At the present day hardly any case of erasion, no matter how thoroughly done is beyond the powers of the expect to detect and to reconstruct the words eliminated.

The original text may have been altered either by clever changes in the original numbers or letters or by new words superimposed after erasion. In the first case microphotography will show the joint between the alteration and the original.

The most difficult case is when it is claimed that a whole line or paragraph has been inserted after the original signature. This is a common fraud in France in cases concerning partnership deeds. In one such case misrophotography showed clearly that the capital letter of the place of signature had its loop superimposed on the tail of the letter of the line complained of. Therefore the latter plained of. Therefore the letter had been written first and the complaint was not justified. But it is extremely difficult to say in many cases which is the first written, as even under microphotography the heaviest line looks the most recent. By photographing the passage, however, by oblique light such letters appear in the form of a cross, and it is easy to se which arm is continuous and thus the most recent.

Chemical reactives are also useful in this class of problem. In one celebrated case at Lyons it was necessary to discover the maker of a small box which had contained stolen pearls. The ticket with the name had been removed. But with the use of reactives, thanks to a small portion of printer's ink which had soaked through the label into the wood underneath, the box was traced. Without the aid of the experts this would have remained an unsolved mystery.

FORGERY BY TRACING

Here the expert should always win. Sometimes the forger places the paper and the copy on a retoucher's glass plate strongly lit from underneath. The faults revealed by microphotography consist of "quavers" or "tremblings" and points where the pen is lifted. The study of the former demands a knowledge of the abstruse art of "shakes" in handwriting. The expert must know the perfectly distinct varieties of such and be able to distinguish the pathological tremblings, those due to epilepsy, neuras separable from this form of forgery. The forgers' "shakes" have a character of irregularity in extent, a development in the up-strokes, a thinning off in the commencements, a frequency of occurrence and an exaggeration in the joints which are recognisable to the eye of the expert, according to the claim of Locard.

The easiest case of all is when the model is discovered from which the forgery was made. The exact identity of the two in the "angular values," of which I shall say more later, allows of an absolute surety in the expert's mind.

FORGERY BY IMITATION

There are two chief varieties of this, the work of the forger of the highest skill. Sometimes there is a slavish imitation of the model, and sometimes the forger, after having practised imitation of the handwriting, makes a free imitation. This is the method of historic forgers such as Jim the Penman, but it demands time and natural skill. A notary was condemned in France who practised his brother's signature for 14 years before using it in a forgery. The detection of these forgeries requires an entirely different technique from the preceding.

The first class is usually tackled by a search for the "retouches." Many people have the habit of retouching their own signatures or writings, either in order to make what they have written clearer or from mere habit. The forger who is touching up a signature he has faked will naturally always seek in this to get nearer to the original, whereas the innocent retoucher will always make his correcting strokes at places where greater clearness is required. The forger retouches the best-written letters; the other those which are worst.

On the other hand, the freehand imitation has few retouches. The most general thing in such cases is to resort to the delicate, long, and difficult method of composite photography. Fraser used this method with brilliant success in the case of the forged signatures of Washington. The composite photograph, eliminating accidental traits of the signature in question, results in a perfect "signature type" with which the supposed freehand forgery is compared.

The Story-teller

AN IMPERFECT SPECIMEN

The small son of an electrical engineer is more familiar with the appliances of modern civilisation than with objects of Nature.

When visiting in the country on one occasion he unhesitatingly picked up a hornet to inspect more closely its mechanism.

When his father hurried out to discover the cause of the commotion which immediately broke the peace of the summer day, the little lad was ruefully sucking a thumb, while tears streamed down his face.

"Why, what's the trouble, sonny?" he was asked.

"It was that beetle thing," he managed to explain between his sobs. "I think his wirin' is defective. I touched him, and he wasn't insulated at all!"

A SHORT HISTORY OF ENGLAND

A schoolboy was told to write a short history of England. His effort contained the following:

"Caesar invaded England in the year 1111 A.D.

"He landed at Runcorn, and bravely defended the bridge with Horatius against the German fleet.

"He then went to Goodison Park, where he made arrangements for the football match on the following day.

"On the morrow the teams charged on to the field. In the first stages of the game Caesar made a splendid run on the right wing, but finding that Admiral Jellicoe, the back, was charging him, he passed to his inside right, Anselm, who, in turn, passed to Lloyd George, a brilliant young center-forward, who scored a splendid goal.

"The next ball Charles II sent down the pitch Caesar hit for six over the grand stand.

"The Britons completely lost their tempers, and pinning the umpire and the referee to the ground with the balls, seized the stumps and charged down upon the Romans who, forming a testudo, were lucky to escape with their lives.

"A few days later Caesar happened to meet an old friend in Jack Sharp, when he was buying a cricket bat. After the usual greeting, Caesar asked William if there were any fresh news, and was told that the Armada had just left Constantinople. Caesar rushed down to Dover and made Earl Haig sign the Magna Charta.

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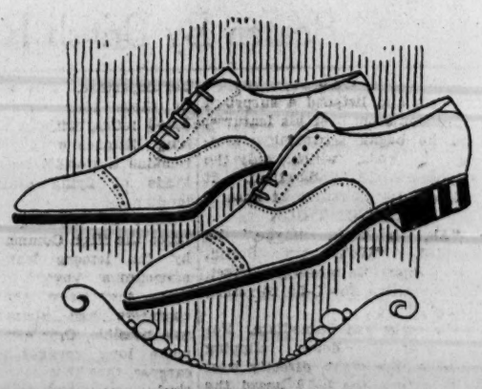

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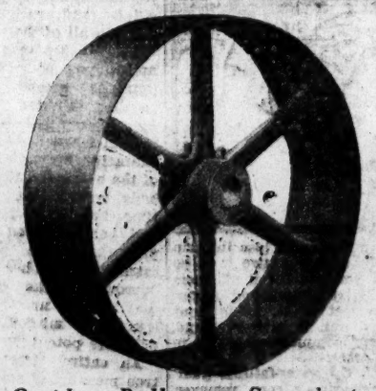

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The Triumph Of Destranges

(Translated from the French of Frederic Boutet by W. L. McPherson)

"My dear master, we come to ask your assistance. Your goodness and your generosity, all Paris knows, are as great as your talent, and it is with the certainty of being well received that we have ventured to disturb you."

The painter Destranges made a polite and benevolent gesture of protest. They didn't disturb him at all. He invited his visitors to take seats in a comfortable corner of his big, sumptuous studio. They were both art critics—Sergy, with an established influence, and Belt, younger and less able, but still highly useful. They were people well worth cultivating. He offered them cigarettes, took one himself, lighted it, leaned back in his chair, and, looking at Sergy, who seemed to be acting as spokesman, asked:

"What can I do for you?"

"My dear master, our errand concerns a case of suffering which must be relieved at once. An artist, a veteran, who twenty years ago was doing very interesting work, is now in a desperate condition—sick, almost blind, stripped of everything. If he has not already starved—I am not exaggerating, my dear master—it is due to the wonderful devotion of his wife, a heroic creature, who, to keep the wolf from the door, has accepted the roughest sort of work. But human forces have their limits. This unfortunate woman is worn out. The husband's condition is getting worse. She can no longer leave him and there is nothing more in their miserable lodging in Montrouge to sell or to pawn. But both of them are too proud to ask assistance. Some knowledge of this pitiful drama came accidently to my friend and confrere, Belt. He was much touched and consulted me. These people must be helped without delay. We ask your aid in doing something for them. We were thinking of organising a sale of this poor fellow's works, and that sort of disguised charity would and offend his pride. But for some years he has produced almost nothing and, little by little, he has sold all his canvases at wretched prices to nobody knows whom."

"I am entirely at your service," Destranges answered, with the same polite benevolence. "And believe me, gentlemen, I am grateful to you for calling this unfortunate case to my attention. But don't you think that some immediate relief——"

"Undoubtedly. We have collected a little money, but only in the form of loans. I must go tomorrow to Montrouge. But I have neglected to tell you the name of our protage, who will now have in you a much more powerful protector. Perhaps you remember him? Some of his canvases, I repeat, attracted notice twenty years ago, about the same time that you yourself were making your mark. His name is Louis Chandler. Do you know him, my dear master?"

Destranges gave a start. But it was hardly noticeable. He answered calmly:

"I know him slightly, it seems to me. Louis Chandler? Perhaps I met him once or twice. But that is of no consequence. What you have told me has touched me deeply, and if you will consent, Monsieur Sergy, I will accompany you tomorrow on the visit you expect to make. I can then see better what is to be done."

"My dear master, I shall be only too happy. Will you allow me to come for you early tomorrow afternoon?"

The callers got up. Destranges conducted them to the door of the studio and then returned to his chair. He tried unsuccessfully to clarify his feelings. In spite of his habitual coldness he had been deeply stirred on nearing that name—Chandler. What had he felt? Sorrow, joy, anger? He shrugged his shoulders. No; nothing of that sort. It was only a memory of past emotions—older even than twenty years—and after the first instant of surprise they had no longer any empire over him.

Now he recalled calmly the time when he had been in love with Marie-Anne Deloire. She was the daughter of an architect whose house he and Chandler had frequented. She had rejected him to marry Chandler, whom she loved. That was all. For Destranges it had been a blow, certainly. More than that, it was a sort of mystification. That love should enter into his life, altogether consecrated to work and ambition, was for him a cause of astonishment. He could not understand why the young girl did not accept him at once. He felt a deep and bitter grudge against Marie-Anne. At each success he obtained, at each step he made toward celebrity and fortune, he thought: She was wrong. She must see it—too late." He felt a secret satisfaction in watching Chandler, almost established for a brief period, fall back gradually into obscurity.

Years passed. These feelings had faded out. But they had revived in all their vigor at the mention of Chandler's name. Without confessing it to himself Destranges had a sensation of triumph. "So they have come to this!" he thought. And it was not alone with the idea of doing a charity to a brother artist in distress that he had said he would accompany Sergy the next day to the Chandiers. It was also with the covert joy of wreaking a revenge by showing himself a magnanimous friend in need.

At the end of a long, dark street near the Barrier the motor car stopped before a shabby house. Destranges and Sergy climbed five flights of stairs and then a sort of ladder.

They knocked at a door, which opened into a bare studio, with cracked and peeling walls. The harsh light from the mansard windows accentuated the poverty within. It was, however, a clean and self-respecting poverty. At the back, in an alcove, shut off by curtains, Chandler lay in a bed asleep. Destranges looked at Mme Chandler, who had opened the door for them. How faded she was, how thin, how much older! How she must have suffered! Nevertheless, he discovered in her saddened face some traces of her former beauty. The blue eyes had paled—washed out by vigils and tears—but they still had that same slow, deep and sincere look. Mme. Chandler had fixed it on Destranges only for a moment when Sergy had represented him. Surprised, doubtless ashamed and perhaps indignant, she had given no sign of ever having known her caller.

Was she dominating her feeling or had she really none—too worn out by the daily struggle to have any pride left? Destranges let Sergy do the talking. In a low voice, so as not to disturb the sick man, the latter told of their plans. Destranges eyed Marie-Anne furtively. Now he had only pity for her. He found that he had overdone his triumph. He ought not to have shown himself thus in his full glory, in his full prowess, to add to the sufferings of this unfortunate woman, who was paying so dearly for her mistake of long ago.

After fifteen minutes' conversation they got up to go. Destranges let Sergy pass out first. Then, to atone for the cruelty of his visit, he said to Mme. Chandler with genuine compassion:

"Count on me, madame. I will do everything in my power to relieve your situation."

She looked him straight in the eyes and cut him short.

"I have no regrets, you know," she said in a low, grim, almost hard voice.

He started, blushed and remained for a moment nonplussed. He thought of what she was to Chandler, of all her love, all her courage, all her devotion. He thought of what his own life would have been with such a companion. He felt suddenly alone, useless, sidetracked. He answered humbly:

"I regret you."

Then he walked out.

Romance As You Like It

Kansas City, August 20.—And romance is not dead.

Last night the following letter was received by The Star:

City Editor,

Dear Sir: I am a special correspondent of the London Daily Times, sent to the United States to cover the doings of his lordship, Sir Hugo Denison, earl of Londesborough.

For verification of this story, wire my paper or consult Burke's Peerage. His lordship is really down and out and would appreciate your help.

I have revealed his identity on my own responsibility and not his. Sincerely,

J. Withington.

Mr. Withington's story was told on four closely written sheets of paper, bearing an undated letter head of the Hotel Moore.

"This morning about 2 o'clock," he begins, "a young man in grimy clothes descended from a side door Pullman." Nothing peculiar here.

But behold, the young man is no other than his lordship, Sir Hugo William Cecil Denison, K. C. B., K. G., present earl of Londesborough, and rated at 200 million dollars (which, with due appreciation, Mr. Withington capitalises).

At a recent dinner in San Francisco, Mr. Withington relates, the conversation turned to the question of romance, and the young earl gallantly defended the present day as productive of romance. For a wager of 1 million dollars (again capitalised by Mr. Withington) the gallant earl sets out on a penniless journey, under the not unusual nom de plume of John Doe.

And now, with two adventures and one romance to his credit, he is in Kansas City and may be found at the Hotel Sherman, concludes Mr. Withington.

Here enters romance of a more ponderable kind. Sir Hugo cannot be found at the Hotel Sherman. Neither can John Doe. Neither can J. Withington. The Hotel Moore is likewise lacking in British celebrities.

Romance is not dead—at least in the soul of Mr. Withington, who apparently has accomplished the highly romantic art of creating himself.

A Liberal Education

That man, I think, has had a liberal education who has been so trained in youth that his body is the ready servant of his will and does with ease and pleasure all the work that, as a mechanism, it is capable of; whose intellect is a clear, cold, logic engine, with all its parts of equal strength and smooth working order; ready, like a steam engine, to be turned to any kind of work, and spin the gossamers as well as forge the anchors of the mind; whose mind is stored with knowledge of the great fundamental truths of Nature and of the laws of her operations; one who, no stunted ascetic, is full of life and fire, but whose passions are trained to come to heel by a vigorous will, the servant of a tender conscience; who has learned to love all beauty, whether of Nature or of art, to hate all vileness, and to respect others as himself.—T. H. Huxley.

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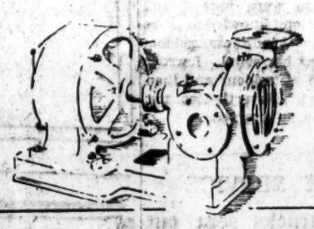
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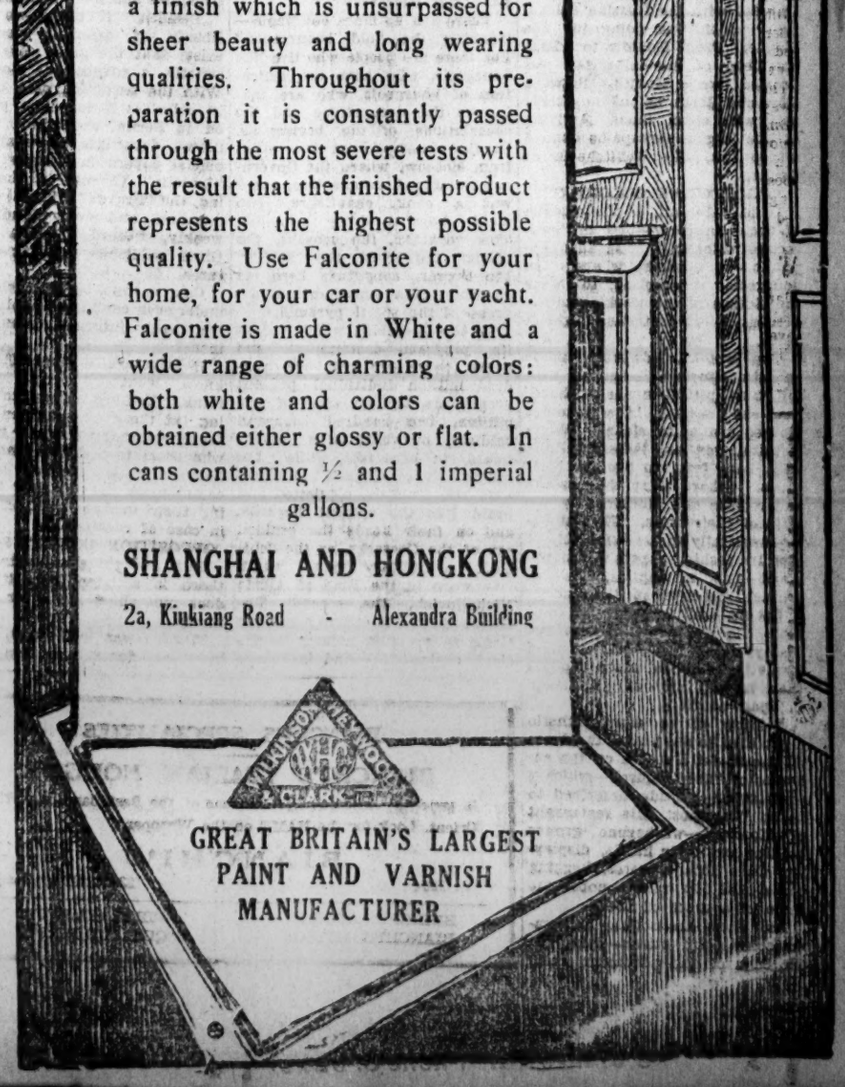
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Should Russia Be Recognised?

(Continued from Page 16)

one who, a short time before the war, risked this rush prophecy: "The hand of the Saints is preparing to strangle Semitism in Russia." It is bold to betray the plans of the saints!

The big hotels—the National, the Metropole, for example—are today "Soviet Houses." Officials live in them. Workmen's groups have their offices there. They had given us an office in one of them—House N. 4—opposite the principal entrance to the Kremlin. Next to us every morning, the president of the Republic, Kalinin, came to give audience to hundreds of poor people who, from all over Russia, brought him their plaints or endeavored to have their grievances redressed.

It is difficult to realise the unspeakable dirt which exists in all these Soviet establishments.

It is just the same in the former apartment houses, which have been turned into workmen's tenements, where the poor families are piled on top of each other. In a general way, a system of rationing is applied to dwellings. According to municipal regulations—which, however, are not strictly carried out—the cubic air space to which every one has a right is not greater than in the cells of our prisons.

In spite of these regulations, the housing shortage is very acute. While in Petrograd, the former capital, there are said to be not more than 400,000 inhabitants, the population of Moscow has risen from 1,600,000. As to the strangers, the very few strangers who are allowed to penetrate into Soviet Russia, they find room as best they may. At the Savoy Hotel, frequented by communists, they calmly demand 8 to 10 million roubles (4 to to 5 dollars) a night for a bad room. Some German merchants the other day, found themselves being asked 10,000 marks a head for the privilege of sleeping in a railway carriage.

NOT A SAVAGE COUNTRY

All this, it is evident, carries us into a social world which no more resembles that of yesterday than the Soviets of Moscow do the Councils of the Empire.

Do not let us believe, however, according to some sensational reports, that Russia has again become a savage country, where one goes out into the street with a knife between his teeth.

Street cars are running. The electric power station is working. The telephone is less efficient than in Paris or Brussels. The theaters are crowded. There is excellent music in the Conservatory. The museums are notably enriched, thanks to judicious expropriations. I spent some delicious hours in the ancient Morosoff Gallery, nationalised since 1917, and where at this moment there is the most marvelous collection of French contemporary painters in the world—from Cezanne, Renoir, and Claude Monet, to Matisse and Picasso.

Let us add that there is perfect order in the streets. Alcohol having been prohibited, one never meets a drunken person; and, from the standpoint of morals, if one may judge by appearances, the Bolshevik capital is clearly far ahead of our great European cities. Never, or almost never, does one see an advertisement, or illustration, which is obscene.

In general, the people are poorly dressed. Even those who have the wherewithal dress like workingmen in order not to be conspicuous. On my return, I traveled with the Russian delegation which was going to The Hague. From Moscow to Riga the head of the delegation was dressed like a Moujik. Between Riga and Berlin he put on a black suit with clean linen. Arriving at The Hague, perhaps he donned a top hat, like Tchitcherin at Genoa.

"PROTECTIVE COLORING"

It is, after all, a phenomenon of social mimicry—one of "protective coloring." In this Republic of workers, where the bourgeois is despised, to wear the clothes of the workingman is a measure of protection against harm.

The women, however, make pathetic efforts at elegance, with the most pitiful means at hand. But no matter, the summer blouses are quite clean. When it rains, you see ladies walking with bare feet, to protect their shoes. Others wear short socks and replace silk stockings by the satin of their skins. They struggle heroically to be beautiful. I saw five fashion papers in a newsstand—one in English, one in German and three in Russian!

Let us add, in order to complete the picture of the streets, that you meet more soldiers than formerly in Berlin, more beggars than in any city of pilgrimage in Spain or Italy.

I know of no more pathetic sight than to see before the doors of the Soviet Bureaus or the entrance of "the Empire"—which a communist comrade described to us as "the most chic restaurant of Moscow"—woebegone groups holding out their hands, displaying their hideous sores, begging for a 100,000 rouble note—the price of a crust of bread.

And these are nothing in comparison to the others—lying on the edge of the pavement, men, women, and children, hardly covered with filthy rags, reduced to skeletons, eaten by vermin living carriers of typhus and cholera microbes. They come from the famine regions, they have dragged themselves for long weeks across the roads, perhaps they hung for hours on the step of a railroad train. They are flotsam of the great wave of misery which swept up and broke at the walls of the Kremlin.

THE NEW ECONOMIC POLICY

If the communists have been unable to suppress the beggars, they have not been any more successful in eliminating the rich.

Last year all the shops in Moscow, or almost all, were closed. The only commerce was that of the Co-operatives of the Soviet and men carrying on clandestine trade.

Today, it is the "N. E. P."—the "New Economic Policy." Private trading is permitted. The big stores, rented out by the State, are opening up again. The shops are swarming. There are 500 times more than last March.

You find markets at every corner. The peasants bring food, the dealers their curios, merchants their goods, and the former bourgeoisie some remnant of their past splendor in order to get some butter or eggs.

"We have our corner," Tatiana Tolstoi, the daughter of the great Tolstoi, said to me. "Our corner and our days. We see our friends and exchange news. We sell a watch, a shawl, a pair of shoes—in order to have something to eat."

Side by side with these paradoxical forms of commerce, other characteristics of the "N. E. P." are developing more and more.

NEW MERCHANTS

In all Moscow, there is only one big department store, which is managed directly by the Soviets. They sell a little of everything, from portraits of Trotsky and Lenin, to "Rugs of the Allies" with a Russian soldier fighting beside an English, a French, a Belgian and an American soldier—a strange thing in a communist shop!

But the number of private shops is augmenting day by day, and a class of merchants is forming which is the very opposite of the Bolshevik ideal.

I have seen packets of cigarettes being sold on the Red Square opposite the Kremlin with the pictures of a Belgian soldier and the motto: "To the Heroes of the Yser." Near the Opera, there is a magnificent floral display with branches of orchids which must cost one or two billions. In the windows of the shops having "sales," furniture, rugs, pictures, objects of art, all the riches of China and Japan are displayed. As there are no strangers, as the prices which are asked are impossible for people living from their wages, the conclusion is inevitable that the "N. E. P." has actually created a class of nouveau riches, right in the heart of the "Republic of peasants and workmen."

And besides, they can be seen, in the evening dining sumptuously at "the Empire." It is one of the strangest sides of this social transition, where there are so many strange things, that this restaurant with its gypsies, which is on the ground floor of a building belonging to the Labor Unions, is the rendezvous of the gilded rabble.

When such sights are presented, you inevitably ask, in what essential does the Soviet Social Hierarchy differ from the Capitalist Social Hierarchy?

There are no more bourgeois—meaning the "old beourgeois." But there are people who live like bourgeois, who have the education of bourgeois, who are taking up the occupations and the speculations of the beourgeois. In the country-house two miles from Moscow, where the Government assigned us quarters, there was a cook, chauffeurs, two maids, boys to shine the shoes. The workman, the peasant, the official, the priest, the soldier the beggar, constitute here, as elsewhere the superimposed degrees of the social pyramid.

In this Republic, which had as its program communism and peace, there are now one hundred million individual peasant proprietors, and an army of one million, two hundred thousand soldiers, of which some mount guard in bare feet, while the others wear elegant uniforms with red trousers, algelettes and braid like the ancient boyards, and on their heads the braided cap of the Cossacks, or the "chichak," a military bonnet which was worn in the time of Alexis Michailovich, the second Romanov Tsar. Is it not a curious thing to see this return to ancient customs? And is it not also disquieting to find a whole group of professional soldiers surrounding Trotsky, including Wrangel's former Chief of Staff, yesterday a monarchist, and today communist?

RESULTS OF THE REVOLUTION

But, one will ask, what have been, up to the present, the real net results of a Revolution which has spilled so much blood, has demanded so much sacrifice, and has produced so much misery?

Let us try to cast up the account, objectively, calmly and without prejudice.

First of all, and this alone would suffice to justify many things, Tsarism, that sinister incubus of Europe and the world, has been pulled up by its very roots.

In the second place, the Revolution of the peasants is an accomplished fact. Nothing remains of the landed estates of the Crown or of the Nobility. The peasant holds the land and he will not let it go.

Finally, the Soviet State, by means of expropriations without indemnity, has made itself master of the mines, the forests, the buildings, and the large factories. The great problem of the present hour, from the economic point of view, is to know whether they will be able to manage this enormous industrial domain successfully, or whether, incapable of putting it in order, they will let it all go again into the hands of a new class of capitalists?

COMMUNISM IN PRACTICE

But one thing anyhow, is certain: that is, the striking failure, the complete breakdown of the attempts at communist management of this collective domain.

In fact the fundamental principle of the "N. E. P." is the mercantile exploitation, the abolition of all forms of barter, the payment for all services in money.

You pay to go to the theater. You pay to travel. You pay—25,000 roubles a fare—to go in a street car. Salaries are paid in bills. Taxes are paid in bills. It has been decided that the poor households, lodged in the State tenements, must pay rent. Shops, cafes, restaurants, or factories have been rented to individuals, but they must pay a rental in money. This is not Communism. It is not Socialism; it is, as Lenin himself has very well said, State Capitalism.

WILL THE BOLSHEVIKI LAST?

Will the Soviets be able to maintain their political power—in principle and in fact—by means of these formidable concessions?

I will not risk any prediction about this. Nothing is more foolhardy than such prophecies. All that can be said is, that in these five years, the insurgents of 1917 have succeeded in creating a government—and a government which has all the appearance of force. They have an army—unequal—but numerous. They have police, better organised than the Secret Service of the Tsar, from which in fact the Cheka has borrowed some of its vital units. They have a corps of bureaucrats, who, as they live off of the regime, are interested in defending it. They are masters of the Soviet elections, mere shallow forms; the non-productive bourgeois are excluded. Peasants are reduced to 1-20 of their numerical power. The non-Bolshevik Socialist Parties are not legalised and their adherents have no right to vote. The guarantee of secret ballot does not exist. In the Moscow Soviet, where, under the rule of universal suffrage, the "Soviet Revolutionists" had the majority, there are today 1,100 Bolshevik delegates and 300 "non-partisan."

Besides, it is known that liberty of assembly does not exist; that the press constitutes, strictly, a government monopoly. With the exception of a perfectly colorless little paper, published in Berlin, and which arrives fifteen days late, there are only official papers in Moscow: The "Isvestia" (News) in the evening, the "Pravda" (Truth) in the morning, and every Sunday, a weekly, "Word," which sometimes publishes amusing caricatures.

Can anyone be astonished if under such conditions public opinion, badly informed, should be inert?

It is naturally very difficult to know what the people really think. You are reduced to guessing at the true sentiments of these enormous peasant masses, who seem to oscillate ceaselessly between their aversion for the communists and the fear of seeing their land taken from them in case of reaction.

OPPOSITION DOESN'T SHOW

But one thing is certain, if there is a latent opposition, it does not show itself, or very rarely.

While I was in Moscow, I only saw two dozen free men: the prisoners whom we were defending.

It will be one of the great memories of my life, this meeting with these heroes: Gotz, Timofeef, Venediapin, Gneidenman and so many others—who, after having been imprisoned for liberty under the Tsar, are again in prison for liberty under Lenin.

We arrived in Moscow—Liebknecht, Rosenfeld and I with the only thought of saving them from execution. We told them of our apprehensions from the start, and they replied: "That is not what matters. We have given our lives to the Revolution. Let them kill us, if they want to. What we desire, is to be able to speak, to stand up against our adversaries, our accusers, to have the opportunity to confess our revolutionary and social faith before the working class of Russia and the world."

They have had this satisfaction. Their mouths were not closed. It was not possible to prevent their trial from being public. It was impossible to deny the moral obligation of according them defenders.

But, having obtained this result our task is not yet finished.

As I write, in spite of the solemn engagement entered into in Berlin, not to impose the penalty of death, it is to be feared that this pledge will not be kept. If we have returned to Europe before the trial was over, it is first of all to appeal to the conscience of the civilised world, to prevent this horrible thing. It cannot be that men, who have striven, suffered together, have consecrated their lives to the same cause, should push partisan hatred to the point of killing each other. It will not be. The Workingmen's International will be able to prevent it!

SOME CONCLUSIONS

And now, I must conclude. I return from Russia with two very clear impressions. The first is, that the efforts for "a united proletarian front" outside of Russia are doomed in advance, as long as in Russia itself the Bolsheviki make the united front impossible through their persecution of the other socialist parties and their refusal to accord the elementary political liberties.

The second is that the policy of the blockade, of the "barbed wire," of the military interventionists, the help given to Wrangel and Denikin, has been even more disastrous than I thought before.

It has accentuated hatred of foreigners among the masses. It has given a semblance of justification to the Terror and to the Dictatorship. It has aggravated, to a degree which I did not guess before, the evils caused by the great war. It caused intolerable sufferings to the populations which were helpless. Do people realise that now, in Moscow, it is necessary to go to four or five drug stores before finding the most ordinary remedies, and that, owing to this blockade, this absence of medicines has caused the death of thousands and thousands of human beings?

To continue on this road, to leave a people of one hundred million outside of the world community, would be more than a crime: it would be the most disastrous mistake. Even before going to Russia I was in favor of the recognition of the Soviet Government. Today, more than ever, I have the conviction, that cost what it may, economic and political relations must be resumed. It is the most pressing duty of the workingmen of all nations to act in this manner.

Carnegie's Old Fashioned Mother

("Autobiography of Andrew Carnegie)

Among the manifold blessings I have to be thankful for is that neither nurse nor governess was my companion in infancy. No wonder the children of the poor are distinguished for the warmest affection and the closest adherence to family ties and are characterised by a filial regard far stronger than those who are mistakenly called more fortunate in life. They have passed the impressionable years of childhood and youth in constant loving contact with father and mother, to each they are all in all, no third person coming between. The child that has in his father a teacher, a companion and counselor, and whose mother is to him a nurse, seamstress, governess, teacher, companion, heroine and saint all in one, has a heritage to which the child of wealth remains a stranger. There comes a time, although the fond mother cannot see it, when a grown son has to put his arms around his saint and, kissing her tenderly, try to explain to her that it would be much better were she to let him help her in some ways; that, being out in the world among men and dealing with affairs, he sometimes sees changes which it would be desirable to make; that the mode of life delightful for young boys should be changed in some respects and the house made suitable for their friends to enter. Especially should the slaving mother live the life of ease hereafter, reading and visiting more and more and entertaining dear friends.

Of course, the change was very hard upon my mother, but she finally recognised the necessity for it, probably realised for the first time that her eldest son was getting on. "Dear mother," I pleaded, my arms still around her, "you have done everything for and have been everything to Tom and me and now let me do something for you; let us be partners and let us always think what is best for each other. The time has come for you to play the lady, and some of these days you are to ride in your carriage; meanwhile do get that girl in to help you. Tom and I would like this." The victory was won and my mother began to go out with us and visit her neighbors. She had not to earn self-possession nor good manners—these were innate; and as for education, knowledge, rare good sense and kindliness, seldom was she to meet her equal. I wrote 'never' instead of 'seldom' and then struck it out. Nevertheless my private opinion is reserved.

Rider Haggard Called To Solve A Mystery

London, Aug. 12.—Sir Henry Rider Haggard, presiding in a Magistrate's court in Bungay, Norfolk, has had to render a decision in a case as mystifying as are some of the plots of his own novels.

Emma Susannah Pulford, a Suffolk woman, summoned a man known for thirty years by the name of David Porter as her non-supporting husband. She had not seen Pulford or Porter for thirty-eight years and yet she identified him, although she had passed ten of these years in an asylum for the insane.

The man declared repeatedly that Mrs. Pulford was not the woman he had married, though he admitted that he had married a woman of the same name. He said that he had paid a maintenance fee to the asylum, but after some years he learned that his wife had left and ceased paying. Another witness identified Porter as the bride-groom of thirty-eight years ago, and Sir Henry finally determined that Porter was the man, but he ruled that the law did not allow the issuance of a support order after "an act of God" like insanity was responsible for breaking up the home.

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These brands of finest quality Fresh Butter are supplied daily to all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10 lbs.) is packed in pure machine made ice, free of charge. Orders may be sent to us direct.

Geddes & Co., Ltd.

5 Peking Road, Shanghai, Tel. C. 346.

Conseil d'Administration Municipale de la Concession Francaise de Changhai

Adjudication Pour La Construction Du Poste De Police Pottier

Les soumissionnaires pour les travaux ci-dessus sont informes que l'adjudication en date du 11 Septembre 1922 est annulee.

Ils peuvent donc, des maintenant, retirer leur depot de soumission au Bureau du Secretaire, Hotel Municipal, sur presentation du recu.

Une nouvelle adjudication aura lieu, dont la date et les conditions seront publiees ulterieurement.

Par ordre,
Le Secretaire du Conseil,
P. LEGENDRE.

51986

Conseil d'Administration Municipale de la Concession Francaise de Changhai

French Municipal School

(247, Avenue Joffre—Telephone W. 1555)

REOPENING OF THE SCHOOL.

The French Municipal School, open to children of French (or French Proteges), or European or American parentage, will start its courses on September 25 at 8:30 a.m. Children of other parentage can be admitted by special permission of the French Municipal Council.

ENROLLMENT.

Pupils are enrolled from four and a half or five years old. Parents are invited to write to the Principal who will send an enrollment and information paper. The Principal will see parents and pupils from the September 18 until the 25, in the morning, from 9 to 12, or any time, on appointment.

FEES.

Infant Department: (Kindergarten and preparatory classes) 6 dollars monthly (between 5—7 years about).

9th and 8th classes: 9 dollars monthly (between 7—9 years about).

7th and 6th classes: 11 dollars monthly (between 10—12 years about).

5th, 4th, 3rd and Commercial classes: 14 dollars monthly (between 13—16 years about).

Books are sold at cost price or can be hired (1 to 3 dollars monthly).

Reductions: 20 % for the second brother or sister, 25 % for the third, 30 % for the fourth and others.

Fees for special classes:

Supervised studies: 4 times a week, from 3.30 p.m. to 5.30 p.m.: 3 dollars monthly.

Russian and Italian courses: 5 to 10 dollars monthly (further details to be obtained from the Principal).

Music lessons (Violin or Piano): 8 dollars monthly.

Dancing lessons: 8 dollars monthly.

PROGRAMMES.

Full detailed programmes are published and obtainable on application. They cover English and American studies, as French.

Examinations prepared:

French:—Certificat d'Etudes primaires.
French:—Brevet Elementaire.
English:—Cambridge Local Examinations.
Russian:—Diploma for Secondary studies.
Italian:—Special local Examination.
Commerce:—Commercial Diploma.

SPECIAL FRENCH CLASSES FOR PUPILS WHOSE ENGLISH STUDIES ARE FINISHED OR FOR CHILDREN OF OTHER SCHOOLS.

Every morning, from 9 to 12, pupils whose English (or any) studies are over, can join French classes (knowledge of French required: Cambridge Senior Examination for Spoken French). Fees: 12 dollars monthly.

On Saturday mornings, children enrolled in any of the other Shanghai Schools can join French classes (some knowledge of French required). Fees: 5 dollars.

By Order,
P. LEGENDRE,
Secretary.

51942

GORDON'S

London Dry Cocktail Gin as an appetiser

Gordon's Dry Gin Cocktail is hard to beat

MELX'S

London Pale Ale
Pints and Splits

A new shipment has just arrived

GARNER, QUELCH & Co.

73, 73a, Szechuen Road
Tel. C. 2021

THE BRITISH FLOWER SHOP

beg to announce that it is prepared to meet all demands for high class.

FLORAL DECORATIONS

No order will be too small nor too large, all will be welcomed.

LANDSCAPE GARDENING

will be undertaken and carried out by our European gardener. Plans and estimates submitted for any sized plot. 51561

SPECIAL

We are holding a special sale on our Provisions. The prices are the lowest you could get in Shanghai.

Please look at our price list.

Gordon's Dry Gin	per dozen	$18.00
Booth Old Tom Gin	"	$13.00
French Vermouth	"	$11.80
Italian, Martini & Ross	"	$13.20
Vichy water	"	$ 4.70
Quaker Oats	"	$ 4.70
Rolled Oats Sperry, 2 lbs. tin		$ 5.80
Margarine Butter, 1 lb. tin		0 4.50
Carnation Cream Baby	per case	$ 9.55
Carnation Cream Large	"	$ 9.45

Only for Twelves or Boxes.

A Ting & Co.

General Store Keepers.
307J & 307K Avenue Joffre.
Tel. W. 1702, W. 1995.

51687

Dr. Med. F. Reiss

has removed from 3 Ezra Road to 14 Kiukiang Road (opposite Hotel Kaleo).

Cons. Hours: 12-1, 4-6.
Office, Residence: Tel. C. 1151.

51559

Hong Yue Building

60 Kiangse Road

Office space will be available about the beginning of November, 1922. For particulars apply to W. W. 13 Museum Road or 55 Markham Road, where plans can be seen by appointment.

E. E. LEVER,
General Manager.

HONG YUE COTTON MILL,
Property Department.

T. F. 11

New Engineering and Shipbuilding Works, Limited

Notice is hereby given that the undermentioned Share Certificates registered in the name of Letitia Elizabeth Victoria Cortland (now deceased), are declared to be lost and if same are not forthcoming by the 8th of October next, will be considered null and void, and new certificates issued in lieu thereof.

Cert. No. 3907, 50 Ordinary Shares, Nos. 87171/87220.

Cert. No. 4730, 20 Ordinary Shares, Nos. 163849/163868.

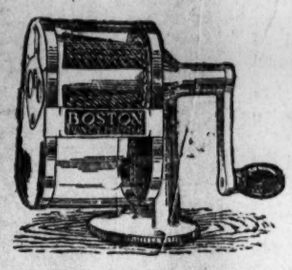
Cert. No. 129, 100 Preference Shares, Nos. 152671/152770.

By Order of the Board of Directors,
C. A. MOMBER,
Acting Secretary.

September 8th, 1922.

51774

PENCIL SHARPENERS



"Climax"
"Ideal"
"Chicago"
"Boston"

Automatic Feed
Adjusting Points

Extra Cones and Blades carried in stock

THE OFFICE APPLIANCE CO.

SPECIALISTS IN OFFICE EQUIPMENT

Cable Add "Applianc" 22 Nanking Road, Shanghai Central 4778 Phone

SALON BELLA

(Astor House Block)

8 B Broadway. Telephone N. 1657.

Begs to inform their patrons, that having obtained the services of a First Class Lady Dressmaker they are now prepared to take orders for *Costumes, Dresses and Cloaks.*

They have also on view a very fine selection of ladies hats and models from both Paris and America at reasonable prices. 51969

"ELCHINA"

THE IDEAL NERVE TONIC

The most active and powerful elements derived from Quinquina or Peruvian bark are concentrated in large quantities in this preparation. Elchina tonic is most useful in cases of loss of appetite caused by nervous troubles of the digestive organs and affections of the lungs, for it stimulates appetite, thereby tuning up the general condition of the body, imparting to the latter increased powers for resisting disease.

At all the leading Drug-stores

Ask for free Literature from the Sole Agents

SIBER, HEGNER & Co.

Glen Line Building

51972

CHINESE GOVERNMENT RAILWAYS

CHING-MENG BRANCH LINE.

With the approval of the Ministry of Communications Tenders are called for the supply of the following materials:

REQUISITION NO. 15

1603 tons of Rails of a weight of 86.843 lbs. to the yard and of a total length of 23.427 miles.
4600 pairs of Fishplates.
18,400 pcs. of Bolts.
12,000 pcs. of Dogspikes.
17 Sets of Points and Crossings.

Tenders to close on 5th December 1922.

The lowest or any tender need not necessarily be accepted.

Blue prints, specifications and particulars may be obtained for $15.00 per set, applications to be addressed:—

Requisition No. 15,

Ching Meng Branch Railway,
Pekin Syndicate, Limited,
PEKING.

51998

Business and Official Notices

PROPOSAL

For the purchase of the U. S. S. CELTIC.

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 24th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CELTIC.

GENERAL DESCRIPTION OF THE "CELTIC". Built in Belfast, Ireland, in 1891 by Workman, Clark & Co. Structure: Material, steel; propulsion, screw; rig, 2 masts; tonnage, U. S. Register, gross, 3932.98 tons; net 2387.32 tons; Panama Canal, gross, 4180.25 tons; net, 2576.50 tons. Speed: 10.5 Knots. Length over all: 383 ft. Length between perpendiculars: 369 ft. 8 inches. Breadth on load water line: 44 ft. 7 inches. Mean draft, (normal): 21 ft. 0 inch. Displacement, (normal): 6750 tons. Tons per inch immersion: 30 tons. Bunker capacity (42 cu. ft. 1 ton): 757 tons. Main engine: vertical tripie expansion; indicated horsepower on trial 2200. Boilers: 4 Babcock & Wilcox: Total grate surface, 250 sq. ft.; Total heating surface, 8140 sq. ft. Electrically lighted throughout. Two generators, one 15 K.W., 110 volts; other 15 K.W., 125 volts. Ice Plant: 2—Steam Driven Dense Air Machines of 40 tons each, built by J. & E. Hall, Dartford, England, carcasses 1,300 tons, cased meats and other stuffs 1,200 tons. Capacities of Cargo Holds and Tween Decks: No. 1 Hold 41803 cu. ft. (Frozen meat capacity 36247 cu. ft.). No. 2 Hold 57982 cu. ft. (Frozen meat capacity 50050 cu. ft.). No. 3 Hold 34289 cu. ft. No. 4 Hold 32457 cu. ft. No. 1 Tween dks. 17131 cu. ft. (Frozen meat capacity 14560 cu ft.). No. 2 Tween dks. 22901 cu. ft. (Frozen meat capacity 19480 cu. ft.). No. 3 Tween dks. 16338 cu ft. No. 4 Tween dks. 18604 cu. ft.

PRESENT CONDITION: Excellent. Ready for immediate service except that the propeller has 3 bad blades which will have to be renewed. Equipped with boats; radio outfit; outfit of blocks and lines; hawsers; ground tackle; cabin furniture, galley outfit; ovens; efrigerators; auxiliary machinery spare parts; canvas outfit; awnings; windsails; staysails; large assortment of hand tools; 5 spare propeller blades; 1 spare propeller shaft, etc.

(A list of articles of equipage, etc., to be left on board and sold with the vessel may be had on application to the U. S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China.)

The sale will be for cash to the highest bidder who must remove vessel, at his own expense, from the limits of the Naval Station within such reasonable time as may be fixed by the Captain of the Yard, Cavite.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CELTIC"; and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai, China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the CELTIC.

The right is reserved to withdraw the vessel from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.

51677

IMPORTANT

CONFIDENTIAL and DIVORCE INQUIRIES UNDERTAKEN WITH SECRECY, PRIVACY, and QUICK RESULTS.

HOUSE COOKS, BOYS, COOLIES and AMAHS are supplied with GUARANTEE at very short notice.

Hundreds of testimonials from SATISFIED CLIENTS.

CALL! WRITE! or WIRE! ALWAYS THERE.

OFFICE OPEN DAY AND NIGHT.

The International Secret Service & Employment Agency.

123 Szechuen Road.
Tel. No. Central 7201.

NOTICE

Thrift must be cultivated as a habit. The public soon forgets unless the habit is firmly fixed in the daily life of every individual.

The Savings Society is the best organized to carry it on.

International Savings Society

7 Avenue Edouard VII.
Shanghai.

Foochow

The San Peh Co.'s Steamer "Ning Shin," Captain J. Augestad, will leave from the Ningshao Wharf, Chinese Bund, Nantao, on Monday, the 18th September, at about 10 p.m. This Steamer has extra large cabins with all the conveniences of a Steamer, with observation saloons fore and aft. Excellent service and cuisine. Passage fare, Shanghai to Foochow, single $30 and return $48. For Freight or Passage, apply to the office of the Company, No. 1B Hankow Road. Telephones: Freight C. 1520, Passage C. 3283.

PROPOSAL

For the purchase of the U. S. S. CALLAO and U.S.S. BARCELO

Sealed proposals will be received at the U. S. Naval Station, Cavite, P. I., until 10 a.m. on the 16th day of October, 1922, at which time and place they will be opened, for the purchase of the U.S.S. CALLAO and U. S. S. BARCELO.

GENERAL DESCRIPTION OF THE CALLAO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Steel; propulsion, twin screw. Speed: 10 knots. Length over all: 121' 6". Length between perpendiculars: 114' 9". Beam molded: 17' 9". Beam molded at main deck: 17' 7". Depth molded: 9' 3". Draft forward: 5' 6". Draft aft.: 7' 6". Draft mean: 6' 6". Displacement: 245.5 tons. Freeboard: 3' 0". Bunker capacity: 34 tons. Engine: Twin compound vertical inverted. Boiler: 1 Scotch, 11' 8" dia. 9' 7½" long, 2 furnaces, 1,133 sq. ft. H. S.—about 250 H.P. Present Condition: Hull excellent. Machinery fair. Ready for immediate service and equipped with boat, life preservers, awnings, running lights, cabin transom cushions, compass and stand.

GENERAL DESCRIPTION OF THE BARCELO. Builder: Captured with Spanish Navy Yard, Cavite, P. I. in 1898. Structure: Material, wood, copper sheathing, propulsion, screw. Speed: Eight miles per hour. Length over all: 70' 0". Length between perpendiculars: 68' 3". Breadth molded: 12' ". Extreme breadth: 13' 1". Displacement: 45 tons. Draft forward: 5' 9". Draft aft.: 7' 0". Mean draft: 6' 3". Freeboard: 17". Bunker Capacity: 10 tons. Engine: Compound vertical inverted. Boiler: Scotch, 7' 2¼" dia. 8' 3¾" long with one furnace, 478 sq. ft. H.S., about 100 I.H.P. Present Condition: Hull very good Machinery fair. Ready for immediate service and equipped with running lights, awnings, cabin transom cushions, compass and stand.

The sale will be for cash to the highest bidder who must remove the vessel or vessels, at his own expense, from limits of the Naval Station, Cavite, within such reasonable time as may be fixed by the Captain of the Yard, Cavite. Bidders are allowed to bid on one or both if they so desire.

Proposals must be submitted in a sealed envelope addressed to the Commandant, Naval Station, Cavite, P.I., and endorsed "PROPOSAL FOR THE PURCHASE OF THE CALLAO or BARCELO": and each proposal must be accompanied by a cash deposit or a satisfactory certified check for the full amount of the bid, or by a bond equal to the full amount of the bid and an additional cash deposit or satisfactory certified check for not less than 10% of the bid.

Apply to the U.S. Navy Purchasing Officer, 20 Whangpoo Road, Shanghai China, for forms of bid and bonds; additional information regarding the terms of sale, etc.

Apply to the Captain of the Yard, Cavite, at 9:00 a.m., of any day (except Saturdays, Sundays and holidays) prior to the sale to examine the vessels.

The right is reserved to withdraw the vessel or vessels from sale or to reject any or all bids.

By direction of the Secretary of the Navy.
W. M. CROSE,
Captain, U. S. Navy,
COMMANDANT.

51692

DR. F. FRANEK, M.D.

Specialist in Urinary Skin and Internal Diseases (Latest European methods of treatment)
21, Nanking Road.
Consulting hours 11-1, 4-6.

39634

Seto House

Room to let with board.
10 Seward Road.

Prof. I. K. SETO begs to announce the opening of his Turkish—Bath and Massage establishment, along with up-to-date restaurant serving Oriental and Foreign meals. All wants catered to.

Tiffin .. $1.00 Dinner .. $1.50
Phone North 3253.

51457

OFFICES TO LET

IN THE
GLEN LINE BUILDING
Corner of Peking Road and The Bund

For particulars apply to Messrs. ALGAR & CO., LD., 11 Yuen Ming Yuen Road.

49907

DR. GEORGE CHENLY, M.D.

Specialist in the treatment of any kind of Venereal Diseases and Piles. Piles can be cured within ten days without operation and pain (after one treatment by using the English new method of injection).

FOO WAI HOSPITAL
356 Nanking Road, Tel. C. 5719.
(near Chekiang Road).
CONSULTING HOURS:
7 to 9 a.m. and 5 to 8 p.m.

Announcement

Dr. P. S. Kawaguchi, D. C. Ph. C. (Chiropractor) will reopen his Office on Monday, 18th inst., at 71 Szechuen Road.

Office hours: 9-12 and 2-5:15. except Sunday.

51915 S. 17

The Trust Motor Car Co.

501 Taku Road
In voluntary liquidation

NOTICE

Notice is hereby given that the undersigned has been appointed Liquidator of the above-named Co.

Creditors should send particulars of their claims on or before 26th September, 1922, after which date no further claims will be considered.

Debtors are requested to make prompt payment to the undersigned only.

WANG TSZE KONG,
4A Peking Road,
Liquidator.

Shanghai, September 12, 1922.

51844

S.S. "M. S. DOLLAR" and S.S. "HAROLD DOLLAR"

The steamer "M. S. Dollar" is now discharging her cargo at the Dollar Pai Lien Chien Wharf.

The steamer S.S. "HAROLD DOLLAR" is now dischargin[illegible] cargo at the Kiangnan Dock Buoys No. 3 & 4. Consignees are requested to send in their Bills of Lading for counter signature and take delivery of their goods. All claims against the steamer must be sent in within 10 days after the completion of the steamer's discharge or they will not be recognized. All risks at the wharf to be borne by the Consignees of the goods. Examination of the damaged cargo will take place at the wharf on Monday, August 18th, at 9.30 a.m. Marine Surveyors, Messrs. Eisler, Reeves & Murphy will be in attendance.

THE ROBERT DOLLAR CO.

51944

NOTICE

The Telephone Number of our Pharmacy at 40 Nanking Road has been changed to C. 81. Our Private Exchange connecting all Departments to C. 79 and C. 80.

THE AMERICAN DRUG CO.

51955

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	3,700,000
Reserve Liability of Shareholders	£2,000,000

Head Office:
23 Bishopsgate London, E. C.
Shanghai Branch: 18 The Bund

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Ilollo	Rangoon
Amritsar	Ipoh	Saigon
Batavia	Karachi	Seremban
Bombay	Klang	Shanghai
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Sourabaya
Cawnpore	(F. M. S.)	Tientsin
Cebu	Madras	Tavoy
Colombo	Manila	(Lower Burma)
Delhi	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama
Hongkong	Puket	

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT,
Manager.

Banque Belge Pour L'Etranger

(Filiale de la Societe General de Belgique).

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	19,962,300

President: JEAN JADOT.
Head Office: BRUSSELS.

Branches:
LONDON, MANCHESTER, PARIS, NEW YORK, BUCAREST, COLOGNE, ALEXANDRIA, CAIRO, TANTAH, SHANGHAI, PEKING, TIENTSIN, HANKOW.

Affiliated Banks:
BANCO DE CARTAGENA, Madrid, with Branches in SPAIN and MOROCCO. — WIENER-BANKVEREIN, Vienna, with Branches in AUSTRIA, HUNGARY, POLAND, RUMANIA, ITALY (TYROL), YUGO-SLAVIA, TURKEY, and ASIA MINOR.—ALLGEMEINER BOEHMISCHER BANKVEREIN in Czecho-Slovakia, A. KOUYOUMDJISKI & CO., Sofia.
Correspondents in all parts of the World.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

The Exchange Bank of China

SHANGHAI BRANCH,
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address: "Knabes."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc. etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay London, New York.

Domestic Agencies at Tientsin Hankow, Kiukiang, Tsingtau Dairen, Changchun, Mukden Foochow, Amoy, Swatow, Hongkong, Canton.

T. TSENG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $20,000,000

Reserve Funds:—
Sterling £4,500,000
Silver $3,500,000

Reserve Liability of Proprietors $20,000,000

Head Office: HONGKONG.
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. C. STEPHEN.

Branches and Agencies:

Amoy	Harbin	New York
Bangok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala	Shanghai
Chefoo	Lumpur	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	S Patani
Foochow	Malacca	Tientsin
Haiphong	Manila	Tsingtao
Hamburg	Nagasaki	Vladivostock
Hankow	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,980,000
Capital Contributed by the Chinese Government	Kup. Tls. 3,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 9 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin.
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted.

Foreign Exchange on the principal cities of the world bought and sold.

SAFE DEPOSIT BOXES.

L. Jezierski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1918.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan).

SHANGHAI BRANCH,
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager.
T. S. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.

Not more than $200 will be received during one month from any single Depositor.

Interest at the rate of 3.½ % per annum will be allowed upon the monthly minimum balance.

The maximum balance on which interest will be allowed is $5,000.00.

Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.

Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money. OFFICE HOURS: 10 a.m. to 3 p.m. Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up ..£1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorized Capital
U. S. $10,000,000
Paid up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Correspondents all over the World.

Every kind of banking business transacted.

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$2,500,000.00
Reserve Fund	$500,000.00

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 2656
General Office: Cen. 2613 & 2614

Branches
Hangchow, Hankow, Peking Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe Osaka, Berlin and Hamburg.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts 4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
Y. S. TUNG, Sub-Manager.
K. Z. TSOU, P. P. Manager.

International Banking Corporation

Capital ..... U.S. $5,000,000
Surplus and Undivided ofits .....U.S. $10,424,763

Owned by the National City Bank of New York.

Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E.C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 MONTGOMERY STREET.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
C nton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Yokohama	San Pedro
Kobe	Santiago
	Puerto Plata
JAVA	Barahona
Batavia	La Vega
Soerabaya	
	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$2,443,700.00
Special Reserve Fund	$3,534,600.00

HEAD OFFICE: PEKING.

Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Kincheng Banking Corporation 金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital	$5,000,000
Reserved Fun	$ 600,00

Head Office: Tientsin.

Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.

Correspondents in all important places of the world.

President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch. C. C. Woo.

Every description of Banking Business transacted.

Savings Accounts kept in Tientsin and Shanghai Offices.

Cable Address. "Kincheng" Shanghai.

Tel. Nos.
General Office: C. 3800
Manager's Office: C. 1350
Foreign Dept. C. 3440

Nederlandsche Handel Maatschappy

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders	80,000,000 (about £6,666,666)
Reserve Funds: Guilders	19,445,211 (about £1,620,434.)
Special Reserve: Guilders	22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheriben	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Telok Betong
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

東西銀行 The Bank of East Asia Ltd.

SHANGHAI BRANCH
No. 1C. Kiukiang Road.

Authorised Capital	$10,000,000.00
Paid up Capital	$.5,000,000.00
Reserved Fund	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.

Correspondents in all principal cities of the world. All kinds of banking business transacted.

Interest allowed on current deposits and fixed deposits.

Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd

Established 1908

Capital	$2,000,000.00
Reserve Fund	$206,400.00
Undivided Profits	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow, and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam, New York, Chicago, San Francisco Hamburg, Berlin, Tokyo, Kobe, Yokohama, Osaka, Hakodate Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.

Saving Accounts at 4% compound interest.

Every description of Banking and Exchange transacted.

LI MING, Manager.
SHANGHAI BRANCH:
14 Hankow Road.
Tel. C. 7130, Manager's Office.
C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai.

Banque De L'Indo-Chin

	Francs.
Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1-6-20)	69,500,000.00

Head Offices:
No. 96 Boulevard Hanoomann. Paris.

Branches and Agencies:

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mengtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations: grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

L. ARDAIN,
Manager.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinking	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Chengteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

Shanghai Branch:

And also in other principal cities in foreign countries.
S 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.

Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Offices 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China
Foreign Correspondents.

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"
K. P. CHEN, General Manager.

EQUITABLE EASTERN BANKING CORPORATION

Capital	U. S. $2,000,000
Surplus and Undivided Profits	U. S. $800,000

Head Office: 37 Wall St., New York
Member American B ankers Association

Correspondents
The Equitable Trust Company of New York
New York-London-Paris
Mercantile Trust Co., San Francisco, Cal.
The Northwestern National Bank of Portland, Ore.
Citizens National Bank, Los Angeles, Cal.

大通銀行

Shanghai Branch
No. 1 KIUKIANG ROAD Telephones. C. 1164-*Manager* C. 2012-*General* C. 1140-*T. T. Dept*

CURRENT AND FIXED DEPOSITS ACCEPTED.
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD

Jas. J. Rogers
E. C. Funck
Managers

Provision Prices In Local Markets

Prices quoted are in Mexican dollar cents at Hongkew Market compiled on September 12, 1922.

Butcher's Meat		
Beef	per lb.	15-22
Mutton	"	17-22
Pork	"	25-30
Veal	"	25-32
Fish		
Bream	per lb.	none
Cod	"	18-20
Mandarin	"	40-50
Mackerel	"	25-30
Pomfret	"	25-30
Salmon	"	20-25
Samli	"	none
Soles	"	20-25
Whitebait	"	none
Game, Poultry And Eggs		
Deer	each	none
Eggs	per doz.	25-30
Fowl	per lb.	28-30
Geese	each	80-$1.00
Hare	"	none
Partridge	"	none
Pheasant	"	none
Pigeons	"	18-20
Plover	"	none
Quail	"	none
Snipe	"	none
Teal	"	none
Turkey	per lb.	42-45
Woodcock	each	none
Wild Duck	"	none
Duck	"	60-80
Wild Pigeon	"	none
Fruit		
Apricots	per lb.	none
Apples	"	10-20
Bananas	"	6-7
Chestnuts	"	12-15
Cherries	"	none
Cocoanuts	each	20-25
Figs	per lb.	6-8
Grapes	"	15-20
Grape fruit	each	none
Lemons	"	8-10
Lichees	per lb.	none
Mangoes	each	none
Melons	each	none
Mangosteens	per doz.	none
Oranges	per doz.	$1.40-$1.50
Peaches	"	none
Pears	"	8-10
Persimmons	"	8-10
Peeboes	"	none
Plums	"	none
Pumeloes	each	15-20
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	per lb.	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Bamboo Shoots	per lb.	none
Beetroot	per bunch	2-3
Broad Beans	"	10-12
Cabbage	each	8-10
Carrots	per bunch	3-4
Cauliflower	each	none
Celery	per bunch	2-3
Cucumber	per lb.	6-8
Egg plant	"	5-6
French Beans	"	20-25
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	2-3
Parsnips	per bunch	5-6
Peas	per lb.	none
Potatoes	per pic.	$2.50-$2.80
Radishes	"	none
Spinach	per lb.	4-5
Tomatoes	"	4-5
Turnips	per bunch	none
Grain And Flour		
Flour American	50 lbs.	$4.40
Flour Shanghai	per 50 lbs.	$2.61
Bran	per 114 lbs.	$3.25
Barley	"	$4.10
Rice	per 200 lbs.	$12.50
Milk		
Chinese dairies	per bottle	$0.18
Foreign dairies	"	$0.23
Fuel		
Firewood	per 40 bundles	$1.00
Stove Coal	"	Tls. 17.50

D. P. W. Jones.
Acting Chief Inspector.

Commercial Bank of China

Head Office: SHANGHAI.

	Sh. Tls.
Subscribed Capital	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

Head Office: SHANGHAI.
Branch: 17 & 18 Kiukiang Road
Capital $1,000,000
Paid-up ..... $ 250,000
Fixed Deposit Capital.. $ 500,000
Domestic Agencies
In principal commercial centers in China.
Foreign Correspondence
In all important places of the world.

General Banking Business of every description transacted.

Interest allowed on Current Accounts and Fixed Deposits according to arrangements.

Savings Accounts at 5% compound interest.

Special Saving Accounts for Laborers.

ROBERT LEE, Gen. Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSINCO"
Tel. C. 6401, Manager's Office
C. 6415, Foreign Dept.
C. 6414, General Office.

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars, 4,000,000
Aut. Cap. Gold It. Lire 16,000,000
Paid up Capital .Silver $1,200,000
Paid up Cap. Gold It. Lire 4,000,000
Reserves Silver $100,000
Head Office: Shanghai.
Branches:
Hankow, Peking, Shai Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Banque Italo Belge.
United States: Credito Italiano, Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga
Switzerland: Banca Unione di Credito.
Banque Commerciale de le Bale
Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit General Liegeois
Current, fixed and savings accounts carried in Taels, Dollars Sterling, U.S. Gold, Italian Lire Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Addresses: Sinit
SHANGHAI, No. 16 Kiukiang Rd.
Tel. C. Nos. 5090 and 5091.
Managers' Office Central 5091.
E. MARMONT,
CHIN YU SHU,
General Managers.

Vessels Due

Angers, *Marseilles*	Sep. 18
Chikugo Maru, *Japan*	Sep. 25
China, *Hongkong*	Sep. 19
Chungking, *Hankow*	Sep. 24
E. of Canada, *Hongkong*	Sep. 23
E. of Russia, *Vancouver*	Sep. 22
Fengtien, *Tientsin*	Sep. 20
Hakuai Maru, *Japan*	Sep. 24
Hsinming, *Tientsin*	Sep. 20
Hsinwah, *Tientsin*	Sep. 22
Hsin Kiangteen, *Ningpo*	Sep. 19
Hsin Ningshao, *Ningpo*	Sep. 17
Hsin Peking, *Ningpo*	Sep. 17
Hunan, *Hankow*	Sep. 22
Kianghsin, *Hankow*	Sep. 19
Kashima Maru, *Japan*	Sep. 23
Kiangfoo, *Hankow*	Sep. 18
Kiangyu, *Hankow*	Sep. 17
Kiangteen, *Hankow*	Sep. 25
Kiangwah, *Hankow*	Sep. 21
Kiangyung, *Hankow*	Sep. 23
Kutwo, *Hankow*	Sep. 17
Liangchow, *Tsingtao*	Sep. 17
Loongwo, *Hankow*	Sep. 23
Luenyi, *Hankow*	Sep. 17
Luchow, *Hongkong*	Sep. 25
Luenho, *Hankow*	Sep. 24
Ngankin, *Hankow*	Sep. 20
Nikko Maru, *Japan*	Sep. 20
Nile, S. *Francisco*	Sep. 18
Pres. Cleveland, *Hongkong*	Sep. 20
Pres. Wilson, *S. Francisco*	Sep. 22
Pres. Jackson, *Seattle*	Sep. 19
Pres. McKinley, *Hongkong*	Sep. 23
Shengking, *Hankow*	Sep. 21
Shuntien, *Tientsin*	Sep. 17
Sinkiang, *Hongkong*	Sep. 20
Soochow, *Tsingtao*	Sep. 21
Suiyang, *Hongkong*	Sep. 22
Suiwo, *Hankow*	Sep. 21
Szechuen, *Hongkong*	Sep. 18
Takeshima Maru, *Japan*	Sep. 19
Tatung, *Hankow*	Sep. 23
Tuckwo, *Hankow*	Sep. 19
Tungchow, *Tientsin*	Sep. 24
Tungwah, *Tientsin*	Sep. 19
Tydeus, *Liverpool*	Sep. 18
Woosung, *Hankow*	Sep. 25
Wosang, *Hankow*	Sep. 22
Wuchang, *Hankow*	Sep. 18
Yamashiro Maru, *Japan*	Sep. 17
Yawata Maru, *Japan*	Sep. 17
Yingchow, *Hongkong*	Sep. 23
Yushun, *Ningpo*	Sep. 19

Financial And Commercial News

BENJAMIN AND POTTS SHARE LIST

Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B..	900
Chartered.	£18⅛ B.
Russo-Asiatic ...	Rs. 250
Marine Insurance	
Canton	H.$55 B.
North China ...	Tls. 188
Union of Canton	H.$92 B.
Yangtsze	H. 24
Far Eastern Ins.,	Tls. 21¼
Fire Insurance	
China Fire	H.$115½ B.
Hongkong Fire ..	H.$405 B.
Shipping	
Indo-China Def..	H.200 S.
Indo-China. Pref.	H.$85½ B.
"Shell"	93/9
Shanghai Tug ord	59 B.
S'hai Tug Pref..	Tls. 40 B.
Mining	
Kaiping	Tls. 20
Oriental Cons ..	12/-
Raub	H. $1 B.
Docks	
Hongkong Dock.	H. $160 B.
Shanghai Dock .	Tls. 84 B.
New Eng. Works	Tls. 7¼ B.
„ Pref. ..	Tls. 5.05
Wharves	
Shanghai Wharf	Tls. 156 B.
Hongkong Wharf	H.$140½ B.
Lands and Hotels	
S'hai Hotel, Ltd.	$40 B.
China Realty ord.	Tls. 50
China Realty Pref.	Tls. 50
A. French Land .	Tls. 92 B.
Shanghai Land .	Tls. 91 B.
Cotton Mills	
E-wo (ord.) ...	Tls. 11¾ B.
E-wo (pref.) ...	Tls. 105
Laou kung-mow .	Tls. 23
Oriental	Tls. 7
Shanghai Cotton.	Tls. 114½
Industrials	
Butler Tiles	Tls. 2¾
China Sugar	H.$155 B.
Green Island ...	H.21¼ B.
Langkats	Tls. 10
Major Bros. ...	Tls. 5
S'hai Sumatra ...	Tls. 80
Stores	
Hall and Holtz..	$7
Llewelyn	$42¼
Lane Crawford .	$94 B.
Moutrie	$45 B.
Watson	H.10½ B.
Weeks	$13
Rubbers (local)	
Alma	Tls. 1½
Amherst	Tls. 0.10
Anglo-Java ...	Tls. 3
Anglo-Dutch ..	Tls. 0.80
Ayer Tawah ...	Tls. 11¼
Batu Anam 1918	Tls. 0.32½
Bute	Tls. 0.32½
Bukit Toh Alang	Tls. 1
Chemor United..	Tls. 0.85
Chempedak ...	Tls. 2
Cheng	Tls. 1
Consolidated ...	Tls. 1.15
Dominion	Tls. 0.80
Gula Kalumpong.	Tls. 3¼ B.
Java Consolidated	Tls. 6
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe ...	Tls. 0.60
Kroewoek Java .	Tls. 5
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50
Repah	Tls. 0.25
Samagagas	Tls. 0.30
Seekees	Tls. 50 cts.
Semambu	Tls. 0.50
Senawang	Tls. 0.60
S'hai Klebang ..	Tls. 0.85
Shanghai Malay.	Tls. 1
S'hai Malay pref.	Tls. 2 B.
Shanghai Pahang	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri ...	Tls. 4¼
Sua Manggis ..	Tls. 1
S'hai Seremban .	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah ...	Tls. 0.35
Tebong	Tls. 0.80
Ziangbes.	Tls. 1.90
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Culty Dairy ...	Tls. 10 B.
Shanghai Trams.	Tls. 112 B.
Shanghai Gas ..	Tls. 25½ B.
Horse Bazaar ..	Tls. 50
S'hai Mercury ..	Tls. 20 B.
S'hai Telephone.	Tls. 70 B.
S'hai Waterworks.	Tls. 145 B.

S. Sellers, Sa. Sales, B. Buyers,

Benjamin and Potts, 8 Jinkee Rd. Telephone No. Central 398

Stock Exchange

Transactions

TODAY'S QUOTATIONS

Shanghai, September 16, 1922

OFFICIAL BUSINESS

H. & S. Banks $900.00
Ewo Mills Tls. 11.75 Cash
Tls. 11.70 Dec.
Shanghai Dock Tls. 88.00 Cash
Tls. 90.00 Oct.
Oriental Cotton Tls. 6.75 Sept.

UNOFFICIAL BUSINESS

Shanghai Lands Tls. 93.00

Money Exchange

Shanghai, September 16, 1922

Market 72.175
Native Interest 06

Mexican Dollars

Shanghai Gold Bars 978
Touch 306
Copper Cash 247.000
Bar Silver 35⅛

Bar London rate

Paris on London 58.09
New York on London .. 442¾

Banks Opening Selling Rates

London

Telegraphic Transfer 3s. 5⅛d.
Demand ..... 3s. 5⅝d.

New York

Telegraphic Transfer ... 76½
Demand 76¾

OPENING RATES

September 16, 1922

Bar Silver Spot. ....35⅛—3/5½
Bar Silver Forward. .. 35¼
Mex. Dollors. 72.175
Native Interest. 06

Hongkong and Shanghai Bank Opening quotations 9:30 a.m.

BANKS' SELLING RATES

London (T.T.) 3/5½
London (Demand) 3/5⅝
London 4 m-s 3/5¾
India (T.T.) 265½
France (T.T.) 1019
America (T.T.) 76½
Hongkong (T.T.) 75
Japan (T.T.) 63¼
Batavia (T.T.) 200½
Straits (T.T.) 67½

BANKS BUYING RATE

London 4 m-s Credits.. 3/8
London 4 m-s Docts .. 3/8¼
London 6 m-s Credits.. 3/8½
London 6 m-s Docts ..
France 4 m-s. 1060
America 4 m-s. L-c. 80½
Docs. 81

Gold Dollars: Bank Buying Rates

@ 77½=Tls. 129.03
@ exch. 72¾=Mex. $178.22

Sovereign Bank Buying Rate

@ 3s. 6⅛=Tls. 5.70
@ exch. 72.4=Mex. $7.87

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls. 5.22 @ 3s. 5⅛d. £1
„ 1.17 @ 76½ Gold $1
„ 1 @ 960½ Fr. 10.70
„ 1 @ — Marks —
„ 1 @ 63¼ Yen 1.76
„ 1 @ 262¼ Rupees 2.92
„ 1 @ — Roubles —
„ 1 @ 1.50 Mex. $1.50
„ 1 @ 17.00 Ital. Lira 18.94

International Banking Corporation

CLOSING COUNTER RATES

Demand selling on America 76¾
Demand buying on America 77½
Demand selling on London 3s. 5⅝d.
Demand selling on London 3s. 6⅛d.

ROUBLE EXCHANGE

Roubles 360,000 .....Tls. 100
Roubles 100 .....Mex. $0.04

LIRA EXCHANGE

Bank's Selling Rates

It. Lire 17.90=1 Tael.
Swiss Frs. 3.97½=1 Tael.
Marks 900.00=1 Tael.

Equivalent Foreign Quotations

It. Lire 105.35=1 Pound Sterling.
It. Lire 23.75=1 U. S. Dollar.
It. Lire 180.60=100 Fr. Francs..

Silk Market

In their weekly report on the Shanghai silk market, Messrs. William Little and Company state:

Our last report was dated September 8.

White Silk.—The market is very quiet.

Tsatlee Filatures.—KK Mars 1, Tls. 905.

Tussah Filatures 8 coc.—Fair business has been done for America in Best grades, Tls. 700 av.

Cables from Japan quote market firm, Shinshui No. 1 Yen 1880.

EXPORT FROM SHANGHAI

From June 1 to date, 7,596 bales white and 5,806 bales yellow silk.

To London, 905 bales silk.

To France, 1,971 bales white and 604 bales yellow silk.

To Italy and Switzerland, 138 bales white and 10 bales yellow silk.

To America, 3,612 bales silk.

To India and Levant, 845 bales white and 4,939 bales yellow silk.

To Coast ports and Russia, 240 bales silk.

Steam Filatures to Europe, etc., 6,340 bales and America, 3,772 bales.

Yellow steam silk, 1,110 bales.

Wild silk to Europe, etc., 647 bales and America 311 bales.

SETTLEMENTS

	piculs
Settlements for Europe, &c., White Silk	3,000
Settlements for Europe, &c., Yellow Silk	4,500
Settlements for America, White Silk	3,500
Stock in Shanghai, White Silk	750
Yellow Silk	1,500
Visible Supply for season to date	13,250

Exchange Fluctuations

Asia Banking Corporation

September 16, 1922

Spot and forward bar silver were each unchanged in London yesterday. The New York price advanced to 69 cents and the London New York cross rate to 443⅛.

The official rates here today were unchanged from yesterday and the market opened steady, became firm in the course of the morning but eased off again at the close.

At the opening there were sellers of Sterling at 3-5⅝ for September-October delivery and 3-5 11-16 for forward. There were sellers of Gold Dollars at 77 September-October delivery and 77¼ for forward.

As, however, there were no buyers at these rates, the market firmed up until as high as 3-5¾ for October and 3-5 13-16 for November-December for Sterling was done. As high as 77½ for December Gold Dollars was done, Gold Dollars and Yen today being very strong compared with other currencies.

At the close the best sellers of Sterling were offering 3-5⅝ October, 3-5 11-16 for November and 3-5¾ for December delivery. There were buyers at 1-16d. above these rates.

Sellers of Gold Dollars at the close were offering 77¼ for October and 77¼ for forward delivery. Some business in Yen today was done at 62½ October and at the close there were probably sellers at this rate. Banks were quoting 3-6⅛ for Sterling bills, 78¾ for Gold Dollar bills and 1050 for Franc bills.

India bought silver again in London yesterday and the market there is reported as steady. There was nothing doing in the New York silver market yesterday.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions

Shanghai, September 16, 1922

Chinese Bonds for 10th Year 6%.
$36.50 September
$37.60 October
Nanyang Brother's Tobacco Co.
$21.40 October
Canton S. & P. Exchange
$5.10 October
Shanghai Flour Exchange
$14.50 September
China Cotton Standard of Tungchow.
Tls. 31.10 September
„ 30.25 October
„ 29.45 November
„ 29.45 December
„ 29.55 January
Local Yarn for Standard of 16's Cloudy Stork.
Tls. 133.40 September
„ 134.20 October
„ 134.90 November
„ 135.10 December
„ 135.40 January
Shanghai Gold Bar 978.
Tls. 304.60 October

Share Market

In their weekly report on the Shanghai share market, Messrs. J. P. Bisset and Company write as follows:

Business generally is slack in the local share market and there are no changes in quotations worthy of note since the issue of our circular last week.

London quotations are little firmer and the following are the latest prices offered to us by cable this week:

Chinese Govt. 5% Gold Loan, 1896 £92.10.0.
Chinese Govt. 4½% Gold Loan, 1898 £81.10.0.
Chinese Govt. 5% Reorg. Loan, 1913 B.I. £76.0.0.
Chinese Govt. 5% Reorg. Loan, 1913 E.I. £71.10.0.
Chinese Engineering & Mining Co., Ltd. "Bearer" £3.8.9.
Shanghai Electric Construction Co., Ltd., "B." £19.5.0 (buyers).
Shanghai Waterworks Co. £26.10.0 (sellers).
Shell Transport and Trading Co. "B." £4.15.0 (sellers).

N.B.—Above prices are middle prices unless otherwise stated.

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FALL OF MARK ROBS THE GERMAN BONDS OF VALUE

Public Scramble For Even Hungarian And Turkish Securities

GUESS AT EXCHANGE

Bank Notes Hastily Mended Because Presses Are Too Slow

Berlin, Aug. 12.—The falling mark has turned the German business world topsy-turvy. Government and railway securities, which formerly were considered gilt edged, are shunned as a pest. The Germans are neglecting even their own substantial industrial securities and are scrambling for dubious foreign bonds. Even Hungarian and Turkish certificates are beginning to look attractive.

The bankers raise their hands in despair when Americans come with a few hundred dollars, asking in a matter of fact way millions of marks in exchange.

Tourist shoppers are holding tightly their purse strings, exchanging only $10 or $20 daily for marks, for they sold their dollars heavily a month ago when the mark had twice its present exchange value. A few Americans, however, are lured by the low prices of luxuries and real estate. One hurried to the bank for marks, and before the day ended bought six houses in the suburbs of Berlin at an average of $1,000 each.

Shop prices have not yet advanced in proportion to the drop in the mark. Retail merchants are repricing their goods at a higher figure, but they are moving slowly because they are not sure which way the mark will go. But in every establishment the clerks are always busy changing the price tags on what goods still remain after the recent orgy of buying.

One of the most prominent jewelers in Unter den Linden has marked all his prices in dollars. Many wholesalers quote prices only in dollars and are asking New York prices. When the foreign buyers lose interest the local dealers become more perplexed than ever over what to ask for their goods. This is so even at the corner cigar store, where efforts to determine the proper sale price induce the owners to make a guess at the price to ask.

There is such a demand for paper money that the stock of bank notes is nearing exhaustion. The Reichsbank which had 9,000-000,000 marks in 20 mark notes in its basement some days ago, has emptied its vaults. This obliged the bank to begin reissuing patched up money which has been returned in a mutilated condition for withdrawal from circulation, as it was unable to print enough new notes to replace the old ones. Business interests demanded a note issue of 16,700,000,000 marks in new money.

In restaurants, clubs and hotel lobbies exchange rate discussions are carried on from morning to midnight. Foreign guests have got into the habit on awaking in the morning to ring for the chambermaid or bellboy, who always can be relied upon to know how the dollar stands. The lowliest cabby or policeman can answer such questions without a moment hesitation.

The Small Investors' Co.

Shanghai, September 16. 1922

BUSINESS REPORTED

Yangtsze Insurance $24.00
Anglo Javas Tls. 3.00
New Eng. (Pref.) Tls. 5.05

Finance Ministry Heads In Get—Together Meeting

(*Chung Mei Service*)

Peking, September 11.—The Various heads of the Ministry of Finance held a get-together meeting this morning at eleven o'clock under the guidance of Acting Minister Chang-Ying-hua and the Vice Minister Ling Wen-yuan. The Councillors, Secretaries and Directors of the various Bureaus of that Ministry were in attendance and the meeting lasted for over two hours.

Chang Ying-hua asked for the support of all the members at this moment of crisis, saying that their aid was needed in devising ways of raising funds to carry on the Government. He proposed that the securities of certain treasury bills which had matured could now be used for other purposes and that Sir Francis Aglen should be consulted on this score. A discussion was held over this question with the result that a deputy should be sent to Peitaiho to talk with Sir Francis Aglen about it.

Chang Ying-hua's pet scheme of a national financial discussion conference which has been announced by Presidential Mandate, was also brought up at this meeting. A Committee composed of Huang Tso, a Secretary of the Ministry of Finance, Feng Ping-chun, a Councillor, and two Directors of bureaus of that Ministry, was selected to arrange the plans for this conference, such as the time of meeting, the agenda and other details.

It is figured that the main points for discussion between the delegates from the Provinces and the Peking Government at this Conference, will be the determining of what funds will be necessary for troop disbandment and the ways of raising them; a solution of the educational financial muss; how to get money to pay for the ordinary running expenses of the Government administration; and the payment of principal and interest of loans already due or soon about to fall due.

A third topic of this morning's discussion was the devising of a system for the frank publication of all the Government receipts and expenditures so that everyone will know what is being done with their money. This was Chang-Ying-hua's plan which has received the concurrence of the President and the details of which remain to be worked out.

In the meantime while the Minister of Finance is laboring to find means of meeting the tremendous debts with the tiny income that is available, some of the Provinces are thinking up ways for taking away still more of that income. The local papers tell of the action of General Tien Chung-yu, Military Governor S[illegible]antung who two days ago took over the freight tax collections from the middle sector of the Tientsin-Pukow Railway. This line has been considered the legal plunder of the Chihli forces and besides the embarrassment offered to the Central Government by such action, it would seem that General Tien is flaunting the power of the lords of Paoting and Loyang who are not likely to be pleased by such grabbing.

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SUNKEN TREASURE FRINGES BRITAIN

Seven Million Tons Of Shipping Sent By Germans To Bottom Of Sea

ONE-FOURTH SALVAGED

Fishermen's Trawlers, Suffered Most And Many Have Been Raised

London, July 22.—The romance of treasure seeking, whether it be on coral islands, in the Rockies or in the awkward spots chosen by the ragged heroes of Mark Twain, always seems to stimulate that streak of adventure with which most men are blessed.

All around the British Isles at the present moment, and for the last few years, the seas have been dotted with sunken treasure about which it is almost impossible to think without weaving mentally some wild and thrilling adventure. The entire idea and scene of men diving down to the uttermost depths of the sea, through the greeny seaweed and hordes of swiftly glicing fishes, to the slimy rocks at the bottom, arises vividly before the mind. The bare thought of exploring the intricacies of a dented, broken or embedded ship under the water has stirred even hard headed business men since the termination of the war to place the adventure on a business basis and make searching the depths of the sea a profitable business. They have tried to steal the glamor from wild and intimate contact with nature and cloak it around their commerce.

The coasts of the British Isles are fringed and embroidered with nearly seven million tons of British ships sunk by the Germans during the war. That means to say that there are more than 2,000 wrecked ships lying around the coasts—more than 2,000 treasure hunts, with the scenes in every case varying. Some are lying in the rocks off the Shetland Islands, where almost Arctic conditions prevail; others are in shallow water off the gorgeously picturesque Atlantic seaboard of Ireland.

There is perhaps no nation in the world which can be so easily thrilled by the thought of delving into the fascinating sea, and the tremendous length of their seaboard gives a great proportion of Englishmen more intimacy with the sea than is the case in most other countries.

Needless to say, a great number of the ships which at the conclusion of the war were lying at the bottom of the various big ports and harbors have been raised. Dozens of trawlers and small tramp steamers in quite shallow water around the coast have been dived down to and examined. The majority of them were carrying metals and other things of war utility. Hundreds of tons of various war materials have been rescued from the bottom and long since been turned into implements of peace. Many an automobile now rilling through the streets of London is built of steel which in its earlier stage of development as pig iron lay at the bottom of one or other of the seas, and has been rescued after the manner of stories which have set many an English boy and young man dreaming of treasures to hunt down anywhere in the world. Of treasure trove!

The fisher folk around Britain, a hardy body of people to whom the water, on which they gaze every morning and by which they are roared to sleep every night, means life. To judge by their actions and record alone, they see absolutely no terror in the sea—it's an old friend of theirs. For the last few years these people have had every possible incentive to explore the floor of the ocean. Day after day all sorts of stuff is washed up to them from somewhere in the water. Some of the treasure that has been washed up on the coasts of the British Isles is amazingly interesting. It comes from all sorts of countries.

Not so long ago a bell buoy belonging to the Canadian Government was washed up on the shore of the west coast of Ireland. The Canadian Government made a present of it to the town body who found it.

But things of great value have been washed ashore from the sea of recent years, since the bottom of the sea has been so full of really valuable stuff. Again and again these tough, tawny skinned, hard fisted, slow moving sailors have risked their lives and boats with a carelessnees bred of custom, searching the great craggy fringes of their island country for whatever booty or loot its merciless roughness has exacted from the sea. Scores of almost unbelievable stories are told of the adventures, out of all accord with the twentieth century generally, which these real "sailors" have gone through carrying out at sea the work of the vulture. But others, less romantic folk, have also attacked the sea thus.

And this spirit of romance—this rush of blood to the head, at the thought of the honest danger of the sea set in mystery, real mystery upon which each mind can work its own picture—seems to be as great collectively as individually.

So great and so keen are a country's susceptibilities on the bare mention of an immediate expedition to the bottom of an ocean that the recently announced project of salvaging a number of ships by some company which has hoisted successfully a number of ships since the war, has caused the formation of a big and rich corporation which has for its object the raising of the Lusitania. The raising of that great greyhound of the sea is a festered question.

The promoters of the corporation claim to have bought the Lusitania from the underwriters of its insurance who were subsidised by the British Government when they took over the ship from the Cunard Company for the duration of the war. They say they are going to establish a sort of corral around the spot where the ship is sunk, though that is twelve miles out to sea, and allow no traffic to pass that would interrupt their exploit. Film rights and so forth they reserve to themselves. Admiralty officials with long experience proclaim the impossibility of ra'sing the ship, owing to the great depth of water in which she lies.

However, a whole nation is thrilled expectantly at the prospect. The idea is talked about in trains and other places of congregation and the exact contents of the ship "wondered" about inexhaustibly. Pet theories are delivered and arguments to support them—on a mystery. And until the adventure is over one way or the other interest will be sustained.

It is easy to understand that the great majority of steamships traveling from the British Isles during the war carried cargoes mainly intended for war. Necessarily these have greatly depreciated in value now and shiploads of lead, copper, steel and other metals which were pouring into the British ports by the hundreds of tons would not be worth the extremely expensive job of salvaging.

Just how many ships have been rescued from the sea since the termination of hostilities it is impossible to ascertain, but certain it is that in places like Newcastle at the Tyne mouth, where the surf runs out a tremendous distance almost flat and where twenty-six fathoms is the greatest depth for miles out, large numbers of smaller vessels have been hoisted to the top and even have gone into port under their own steam.

In fact, all down the east coast of England the depth of the sea, though varying, is not at all great, and trawlers, small tramp steamships and such like craft have, so to speak, been shoveled up, and in many cases bought again by their original owners.

The sinkings all along the east coast of England and the losses sustained form an interesting chapter. By far the bulk of the sinkings along this coast was among the trawlers of the local fishermen, and curious though it may seem, although these more or less poor folk, when they lost a boat lost their livelihood, taken altogether they lost very little money when bereft of their little trawlers. All during the war these hardy fishermen used to put out every day and fish off Whitby, Hartlepool, the Wash and right down to the North Foreland. Day by day their numbers were thinned down, and gradually the price of fish rose and rose until a really good and lucky fisherman along the northeast coast could and did earn up to £25,000 in a season.

A fisherman who had a couple of seasons of that size, and there were, of course, many who had, when he lost his boat was left a much richer man than he could otherwise have been had the cause of the sinking of his boat not been existent.

A curious feature of these fisher folk at that time was the fact that though they were sailing literally in the face of Providence, and although they knew any minute they might be blown to atoms, they seldom insured their boats. When the war had been going some time these men's crafts were taken under the wing of the British Admiralty, however, and the Admiralty insured them. In such cases as that the owners were given the original valuing of their ships at the time that the Admiralty took them over.

The east coast of England is strewn thickly with sunken trawlers of that description, many of which have been torn to pieces on the bottom.

There are numerous means of raising these smaller craft and even bigger vessels. In the big ports goodly sized ships frequently have been raised by means of two or more gigantic tanks from which chains are attached to the ship it is intended to lift and then the water is pumped out of the tanks and their carrying capacity lifts the ship off the bottom. The tanks are then drawn by tugs toward the shore where they are shelved gradually, where no such facility is offered the chains from the tanks to the ship are shortened, pumping operations are commenced on the ship to accelerate the lift and the rescued vessel is towed into dock.

This is a very popular way of salvaging the smaller tramp vessels which were caught by the German submarines as they stole in and out of the ports. With larger ships far different methods have to be adopted. Generally speaking, however, the amount of salvaging that has been done around the English coasts since the war has been chiefly among the smaller tramp steamers, ordinary little two, three or four thousand ton steamers. As can be seen from the maps dozens of these smaller ships were sunk in bunches close up to the coast on all sides of the British Isles. Continuous operations in one spot cut down the initial expenses considerably and two or three vessels and sometimes more have been salvaged or hoisted in one operation.

However, of the 8,000,000 tons of British ships sunk by the Germans during the war it would be safe to say in the absence of actual figures that 75 percent still remain at the bottom of the seven seas.

Coca Cola King's Son Sued By Woman

Mrs. Sarah G. Byfield, Walter T. Candler, Clyde K. Byfield, Mrs. Walter T. Candler.

WALTER T. Candler, son of the multi-millionaire Coca Cola King, of Atlanta, Ga., has been sued for $100,000 by Mrs. Sarah Gillespie Byfield, wife of Clyde K. Byfield, an Atlanta automobile dealer. She alleges she was attacked by Candler in her cabin on the liner Berengaria while en route to Europe. She and her husband were guests of Candler, to take care of his two little children. Her husband attacked Candler and later received from Candler a note for $25,000 as a result of the episode. Candler sued to void the note, and Mrs. Byfield replied by instituting suit. Candler is separated from his wife, who is now in California and who once was friendly with Mrs. Byfield, with whom she was pictured at the Druid Hills Race Course, in Atlanta.

Octogenarian Killed In First Motor Ride

London, Aug. 12.—William C. May, 82 years old, died as the result of injuries received in an automobile crash.

He had never ridden in a motor car before and told some friends that he wanted the experience before he died.

HERO QUITS COUNTRY FOR LURE OF PARIS

Called From Brittany To Parade, He Remains To Push Barrow

Paris, Aug. 12.—Felix Queven, before the war, was a modest farmhand in Brittany. When he received orders to rejoin his regiment to fight the Germans he willingly droped his scythe and took up rifle and bayonet. In the war Queven distinguished himself, and today he is the proud possessor of five wounds, the Cross of the Legion of Honor, the Medaille Militaire, and the Croix de Guerre with nine palms and eleven stars.

Upon demobilisation, Queven quietly returned to Brittany, where he resumed his peaceful occupation of tilling the land, till an order reached him from the War Office to report in Paris for a parade during the peace celebrations of 1919. He came and was proud to march throught the Arc de Triomphe. But when the celebration was over, Queven had felt the lure of Paris and decided that city life was the one for him, and promptly joined the ranks of the street pavers.

Today in the ugly unhealthful suburb of St. Quene Queven pushes a small wheelbarrow for eight hours a day, for which he receives a wage of 50 francs a week. He has modestly removed his medals, and he says he does not wish to return to Brittany, but is ready to resume military service if his country wants him.

Vatican Gendarmes Return After Revolt

Rome, Aug. 12.—Peace has been reestablished within the bronze portals of the Vatican following a recent revolt of the gendarmes against the long hours and short pay and against their commandant, Count Paolo Ceccopieri. Both parties have obtained satisfaction.

The resignation of Count Ceccopieri has been accepted and the command placed in the hands of a commission. The gendarmes henceforth will be subject to its orders.

Students Will Be Taught How To Advertise In New Shanghai College Course

Shanghai College announces a course in advertising for this year as a part of the school's program for training in business.

The course will be a practical one, and advertising trade journals, as Advertising and Selling, Printer's Ink and Judicious Advertising and others, will furnish material and trade information.

Why people buy and how they are influenced will be taken up. In the course one of the text books will be a book by Professor W. D. Scott, who as director of a psychological laboratory at Northwestern University has made extensive tests concerning various persons' reactions to different forms of advertising. In business he is a director of several companies and president of one which bears his name. During the war he was a colonel in the American army. He says:

"There was some good doctoring done when men only picked up their ideas of medicine from their practicing, but today the law requires that a physician know what is in the drugs he uses, and he must know physiology and anatomy. What we wish to avoid in advertising as in other things, is chance, luck, haphazard undertakings, rule-of-the-thumb action and the like.

"Advertising is a serious thing with the business man of today. It is estimated that American business men spend more than $800,000,000 a year in printed forms of advertising. One authority claims that three-fourths of this is unprofitable. Every business man is anxious that no part of these unprofitable advertisements shall fall to his lot.

"I have attempted to read broadly on the subject of advertising. I have been in intimate contact with various kinds of advertising, with manufacturers, professional advertisers, and in all that I have read, and in all conversations I have never seen or heard any reference to anything except psychology which could furnish a stable foundation for the theory of advertising.

"The successful advertiser, either personally or through his advertising department, must carefully study what attracts people and what repels them. We must know what will create an interest and what will fall flat. He must be a student of human nature and he must know the laws of the human mind."

The course will be given by Hayden Nichols, a graduate of the University of Missouri. It will be open only to juniors and seniors in the college. The latter part of the course will be devoted to selling policies and methods.

Special Programme at the
OLYMPIC THEATRE
For September 17th, 18th and 19th.

TWO PERFORMANCES DAILY — Matinee at 5.30 p.m. Night at 9.15 Sharp

PRESENTING The most talked of Picture in the World.

'ALL FOR A WOMAN'

SPECIAL MUSIC

Booking at Messrs. Moutrie & Co., Ltd.

Matinee Prices — Stall $0.60 children $0.30; Dress circle $1.00, children $0.50
Night — Dress circle $1.50, and $1.00

Matinee on Sunday, September 17th at 3. p.m. Showing
"THE THIRD KISS"
and One New Ep. of The ADVENTURES OF TARZAN Featuring ELMO LINCOLN

Commencing from September 15th there will be a Matinee EVERY DAY at 5.30 p.m.

ADMISSION USUAL MATINEE PRICES

2 "ALL-STAR" NIGHTS 2
GRAND
VAUDEVILLE SHOW
WITH A GALAXY OF AMATEUR AND PROFESSIONAL TALENT
will be given at
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12 —— BIG ACTS —— 12

THURSDAY 21st. SEPTEMBER & FRIDAY 22nd. SEPTEMBER

LOOK, LOOK, AT SOME OF THE
Special Acts, Who Have Kindly Consented To Give Their Services For The Benefit
OF THE SWATOW RELIEF FUND

MISS DIANE DE BRETT IN A SPECIAL NUMBER

THE THREE TICKLERS IN PIANO NOVELTY ACT

SILAS BROTHERS AND Mr. CAMERON

MADAM KELVEY'S PUPILS IN BALLET & TOE DANCING

THE LOUISIANA TRIO IN PLANTATION & NEGRO SONGS

MISS DOROTHY KELVEY IN HER LATEST SONGS

Mr. G. H. KORTWRIGHT THE VENTRILOQUIST KING

Mr. A. H. SHENIN, PIANO SOLO

THE FOUR LANTZOFFS IN THEIR WHIRLWIND DANCES

From The Summer Follies
MISSES IRENE GRAY—CAROLYN MASON—AND ELVIRA PETTY
IN LATEST POPULAR SONGS AND DANCES

WE SHALL PUBLISH LATER OTHER STAR ACTS WHO'S HELP WE HOPE TO OBTAIN

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Commencing At 9.15 P.M. — Arranged by R. BELL
Booking at Moutrie's — *Prices $3, $2 and $1*

IN BUYING A PIANO BE SURE OF QUALITY FIRST
Then go into the question of price

You can depend on the Pianos we offer for the manufacturers we represent all have a reputation for quality.

You can depend on this too——
Our Prices are Right

ROBINSON PIANO Co. Ltd.
34, NANKING ROAD

A Super Production Week
AT THE
VICTORIA THEATRE

On Sunday, Sept. 17 Matinee at 3 p.m. and at 5.30 and 9.15 p.m.
GEORGE FITZMAURICE
SUPER AND SPECTACULAR MASTERPIECE
"ON WITH THE DANCE"
SEVEN PARTS — SEVEN PARTS
A Vivid, Lavish Drama of Human Souls that drank of too much "LIFE"
On New York's White Way.
EVERY SCENE A SENSATION

On Monday, Sept. 18th at 5.30 and 9.15 p.m.
IVAN ABRAMSON'S
SPECIAL SOCIETY DRAMA ENTITLED
"THE WRONG WOMAN"
SIX PARTS — SIX PARTS

On Tuesday, Sept. 19th at 5.30 and 9.15 p.m.
A PARAMOUNT ARTCRAFT SPECIAL ENTITLED
"THE WOMAN THOU GAVEST ME"
SIX PARTS — SIX PARTS
A Mighty Photo Drama from Hall Cain's Mighty Story

On Wednesday, Sept. 20th a 5.30 and 9.15 p.m.
CECIL B. DeMILLE'S SUPER PRODUCTION
"MALE and FEMALE"
NINE PARTS — NINE PARTS
Featuring Gloria Swanson, Bebe Daniels, Thomas Meighan, Theodore Roberts And an all Star Cast.

On Thursday, Sept. 21st at 5.30 and 9.15 p.m.
IVAN ABRAMSON'S
SPECIAL PRODUCTION Entitled
"SOME ONE MUST PAY"
SIX PARTS — SIX PARTS

HENCEFORTH THERE WILL BE
A MATINEE DAILY AT 5.30 P.M.

GRAND DUKE CYRIL ANNOUNCES CLAIM TO CZAR'S THRONE

Proclaims He Is Guardian And Hopes Nicholas II. Is Still Alive

NOW RESIDES IN PARIS

Is Grandson Of The Emperor Alexander II. And Cousin Of Late Czar

Paris, August 12.—Grand Duke Cyril of Russia, son of the late Grand Duke Vladimir threw down the gauntlet to the non-monarchist refugee today when in an official proclamation he declared himself to be the guardian of the Russian throne as the grandson of Emperor Alexander II. and cousin of the late Czar Nicholas, and therefore the holder of the primogeniture rights to dynastic succession.

The announcement caused a tremendous sensation in the Russian colony here, as until recently Grand Duke Boris or Grand Duke Nicholas, both of whom are reputed to favor a radical curtailment of the powers of the Czar, were the most prominent claimants to succession, and in the event of the overthrow of the Bolsheviki would have stood a good chance to rally the moderate element to their cause.

Grand Duke Cyril's declaration contains another feature of sensational interest, as it casts doubt on the fate of the late Czar with the statement: "I hope Emperor Nicholas II is still alive and will return to supreme power." In this event Grand Duke Cyril pledges himself to hand over his dynastic rights, but if the Czar, his son Alexis and Grand Duke Michael really perished he will ask the Russian Zemsky Sobor, or National Council, to confirm his claim.

Efforts to reach Grand Duke Cyril in Paris today were unavailing, members of his entourage declaring that he had left the city, to remain away a few days. The proclamation goes on to say that the Grand Duke's "intention is to bear the full imprint of the pacific spirit and desire for a grand amnesty. The Grand Duke realises that the Red army is only Bolshevist on the surface and that the salvation of Russia must come from the interior."

Considering all hostility among the Russian forces as fratricide, he would be glad to see Grand Duke Nicholas once more at the head of all the Russian armies. Being himself an emigrant, Grand Duke Cyril considers that the Russian people themselves must play the greatest role in the restoration of their country and declares himself an advocate of one party only—that which is patriotic in the widest sense of the world.

In Russian circles here The New York Herald correspondent was informed that the proclamation of Grand Duke Cyril is to be distributed broadcast throughout Russia and that simultaneously notification of it is to be given to every Government in the world with the assurance that Russia, whose present regime is already tottering, has a legitimate head, whose every effort is being bent toward the restoration of the monarchy on a basis which will grant the utmost individual liberty to the victims of Bolshevism.

Victims Sue Estate Of Slain Red Leader

Budapest, August 12.—Tiber Szamuely, one of the most cruel and fanatic among the Hungarian Communist dictators, who later was slain by the peasants as if he were a beast of prey while trying to escape in disgcise following the breakdown of the Bolshevist system here, has left private property amounting to 30,000,000 Hungarian crowns and consisting of real estate, foreign currencies, jewelry, watches and rings, all of doubtful origin.

Persons and organisations that suffered most under Szamuely's governmental activities have brought claims for damages which are now being considered by a public notary at Budapest. Among the claimants is the little town of Kopovar, which was forced by Szamuely to contribute several million crowns. The Hungarian State is demanding 30,000,000 crowns for damages.

BUTTER FROM A FISH

Butter from a fish! This may sound ridiculous, but it is true. In March the colichan, or butter fish, comes in from the Pacific Ocean, swims up the freshwater rivers of British Coloumbia, and during the three weeks of its visit the Indians levy such a toll on the immense shoals that they get a full year's supply of the fat, which serves them as butter.

Has Check On Tubercular Cattle

MISS C. Garrigan, of the Department of Agriculture, Washington, D. C., is coloring a map to show counties in the different States in which tubercular cattle are known to be centered. The department is waging a campaign to rid the country of the dread disease and by means of this map is able to locate immediately every source of trouble.

Indian Girl To Spend Her Daily $1,000

(From The Kansas City Star)

Muskogee, Ok., Aug. 20.—After having spent the nineteen years of her life in the most abject poverty, Exie Fife, a Creek Indian of McIntosh County, finds herself with a daily income of $1,250.

So far she has made three purchases, a $2,800 Packard touring car, an $85 saddle for her brother and a wardrobe trunk. But Exie has had only a very small part of the fortune, the size of which is remarkable even in this country of great wealth made overnight in the oil fields.

Picture, if you can, the shabbiest of unpainted frame shacks standing far back from a dirt road in a grove of trees. Half a mile up the road is Fame, a settlement of two stores and half a dozen houses.

In this setting, Exie Fife was born in August, 1903, of full blooded Creek Indian parents. When she was 2 years old her parents filed a government claim in her name and she received an allotment of 160 acres of land up in Creek and Okfuskee counties. For seventeen years she received royalties of a few dollars from this land. Then last June an oil well, which made three thousand barrels a day was brought in on Exie's allotment. Two weeks ago another well, making two thousand barrels, was brought in, and four more wells are being drilled. All of which makes Exie one of the richest girls in this part of the country.

For the present, she has been granted $500 montnly allowance by Maj. Victor M. Locke, jr., superintendent of the Five Civilised Tribes. Special permission was granted for the purchase of her motor car as she has received only one month's allowance, most of which went to pay old debts.

But just wait a few weeks until Exie gets her breath! That $100 wardrobe trunk indicates that Exie has plans for spending some of her fortune, though she only smiles bashfully and refuses to reply when questioned as to her desires.

Like most of the Creek Indians, Exie has an olive complexion. She is not more than five feet tall, and is rather plump, though weighing only about one hundred pounds. Even along the silent creek, she is known for her reticence, but she has had a good education at Bacon college here in Muskogee and there is a rather baffling expression in Exie's eyes which makes one believe her thoughts are more active than her speech. She has never been farther away from her home than Muskogee which is about fifty-five miles from Fame.

The comparison between what her life has been and what it probably will be, is illustrated strikingly by the picture which meets the eye as one turns into the gate of Exie's house. In front of the narrow wooden porch stands the big new motor car, blackly and shiningly resplendent. There is no garage, not even a shed for it.

The house has two rooms, both scantily furnished with the barest necessities. On the unpainted porch stands a broom, a ragged mop and a couple of broken chairs. Exie lives with her mother and 15-year-old brother.

There is talk around the neighborhood that she intends to build a 6-room modern bungalow on the site, but two things may prevent that. One is that Exie's mother said and repeated emphatically, "If Exie live by Fame, she live by herself. I no live by Fame."

An even more potent reason is that Exie admittedly is in love with 20-year-old Berlin Jackson, who is not an Indian, and Berlin has ambitions which already are causing Exie to look for a house "in town," which means either Eufaula, Checotah or Muskogee.

So far, she has not found one which pleases her, though many, very many real estate agents are following her about with pleasing prospects just as many motor car salesmen wore a well marked trail to her door as soon as the news of her wealth came out.

If there are dreams of jewels, fine clothes and travels to distant lands inside of Exie's little black head, no one knows of them. In her hed and green plaid gingham dresses at the wheel of the big car, she is becoming a well known figure on the roads about her home. But the rest is largely a mystery. As Exie says:

"Before no one ever came to see me. Now people write all the time and many come to see me every day. Isn't it funny?"

French Tobacco Users Complain Of Shortage

Paris, August 12.—Smokers of French tobacco are thinking seriously of constituting a league to lay a formal protest before the Minister of Finance against repeated shortage of tobacco and cigarettes in various parts of the country. To many the shortage recalls the dark days in the war when, because of a scarcity of labor and the danger of German submarines to which tobacco cargoes were exposed, France was plunged into an acute famine of the "makings."

As soon as America joined the war, however, smokers fell back upon the American weed. But today Frenchmen say that they have not even that consolation and bitterly complain of huge stocks of cigarettes and tobacco left by the American and liquidated too rapidly or left to rot. The manufacturers of French tobacco retaliate by asserting that the French smoke too much anyhow, and say that their factories cannot keep the required stock on hand.

AT THE
APOLLO THEATRE
To-night To-night

A GREAT HUMAN DRAMA! AN APPEALING STORY TO EVERY MAN WOMAN AND CHILD!

"A PRIVATE SCANDAL"
BY HECTOR TURNBULL

The story of a brave girl who kept silent while dark suspicions rested upon her, because to tell would be to involve the woman who had been her friend and benefactor.

STARRING
MAY McAVOY,
BRUCE GORDON,
KATHLYN WILLIAMS

Booking at Robinson's

Matinee To-day at 3 p. m.
"THE STOLEN KISS"
with CONSTANCE BINNEY

AT THE
ST. GEORGE'S GARDENS
217 BUBBLING WELL ROAD
OPEN AIR CINEMA SHOW
TO-NIGHT
and during the week end
REALART PICTURES, presents
WANDA HAWLEY
in a splendid photodrama
"The House That Jazz Built"

Gaining forty pounds between 8 and 9.30 a.m. every day, losing the same weight between 5 and 6 each evening, sounds like a pretty tall order.

BUT—

Don't Spoil your wife and then blame her for being spoiled. You'll laugh until you cry at the carryings-on of the newly-weds.

COME EARLY.

Tortured By Hungry Tongues of Flame—?

Prone over a raging inferno of flame and scalding steam, Ralph Moore faces a horrible death while in the power of the veiled demon-woman! What will happen? How will he escape?

ANTONIO MORENO
IN
THE VEILED MYSTERY

Laughing in fiendish glee, The Veiled Mystery adds fuel to the raging blaze, while with gauge and calks bursting, the steam pipes are on the verge of sending young Moore to death. There seems no possible escape—Yet he must free himself to save his sweetheart from the clutches of the veiled woman's henchmen!

One of the most exciting moments in this serial of countless surprises

A VITAGRAPH SERIAL

A serial whose countless surprises and thrills will win it the favor of all true lovers of adventure excitement and romance. Beset by the strangest enemy who ever connived against a fellow—man, Ralph Moore survives the most sinister and arduous battle of wit and brawn yet presented on the screen.

Episode 1: "The Menace" Episode 2: "The Quicksand" Together with the Last episode of

"HURRICANE HUTCH"
will be presented at the
ISIS THEATRE
On Monday, Tuesday and Wednesday at 3:30 and 9:15 p.m.

Tonight at 9:15 p.m. and Matinee at 3:30 p.m.
Allan Dwan presents
"The Forbidden Thing"
Story of all-conquering love

Matinee today at 3 p.m.
Mabel Taliaferro in
"HER GREAT PRICE"
"HURRICANE HUTCH"
Episodes 13th and 14th

Empire Theatre
81 Avenue Joffre
On Saturday and Sunday September 16th and 17th.
JESSE L. LASKY
Presents
LILA LEE in
"THE SECRET GARDEN"
BY FRANCES HODGSON BURNETT
"SHE WHO HESITATES—!"

The man is heir to millions. The girl penniless, friendless, longing for love. You see the end? Don't count too much on human frailty! This picture is just loaded with surprise and excitement.

A WEEK OF SPECIAL FEATURES AT THE
APOLLO THEATRE
MONDAY, SEPTEMBER 18th
An Allan Dwan Production
The Sin of Martha Queed
With an all-star cast

IF IT BE A SIN
For a girl to listen to the call of spring in her blood—
THEN MARTHA QUEED SINNED

IF IT BE A SIN
to be kissed by the man who promised to marry her—
THEN MARTHA QUEED SINNED

IF IT BE A SIN To Wed a man she loathed THEN MARTHA QUEED SINNED. But if her father forced her into this loveless marriage, then upon whose heart is the sin? A Superb Photo-Play of Beauty Love and Drama.

A drama Of A Lover's Faith, A Mother's Trust And A Father's Suspicion. A Real Treat!

BOOKING AT ROBINSON'S

In addition to this exceptional film we will screen
"SWATOW DISASTER"

COMMENCING THURSDAY NEXT, SEPTEMBER 21st

The Immortal Love Epic of the East and West—the Screen Supreme Achievement—An Event In Motion Pictures

RUDYARD KIPLING'S
FAMOUS STORY
"WITHOUT BENEFIT OF CLERGY"

"I Am Thy Woman, And Thou Art My Man"—These Were Holy Words. Theirs Was Holy Love. And To The World Their Story Is Known As The Heart-Interest Classic Of The Century.

In Its Power To Exalt the Heart, "WITHOUT BENEFIT OF CLERGY" Is Matchless.

In Its Ability To Purify The Feelings "WITHOUT BENEFIT OF CLERGY" Is Supreme.

In Its Gift To Endow Your Personality With A New Soul Thrill, "WITHOUT BENEFIT OF CLERGY" Is Unequalled.

In Its Mystery, Color, Atmosphere, Acting, Direction And Presentation With Special Music, "WITHOUT BENEFIT OF CLERGY" Stands Like The Venus De Milo, Far Above And Beyond The Masterpieces In The World's Gallery Of Lofty Accomplishment.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. KIANGTEEN, Capt. Johannssen, will leave on Sunday, September 17, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Monday, September 18, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Str. KIANGAN, Capt. McIllwain, will leave on Monday, September 18, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUTWO, 2,664 Tons, Captain Christie, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, September 19, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Exetensions to Freight and Passage Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. TUCKWO 3,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday, Sept. 20, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SUIWO, 2,671 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Friday, September 22, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passage Departments.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,925 tons, Capt. Holmwood, will sail for the above-mentioned ports from Hunt's Wharf on Monday, Sept. 25, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. LUENHO, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, Sept. 26, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

For Southern Ports

FOOCHOW.—The Steamer HAEAN, Captain Wallace, will leave on Tuesday morning, Sept. 19. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. TAISHUN, Captain Walkett, will leave on Tuesday morning, September 19. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The steamer HSIN KIANGTEEN, Captain Randbye, will leave on Tuesday, September 19, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

For Northern Ports

TSINGTAU, TIENTSIN AND DAIREN.—The O.S.K.'s Cargo & Passenger steamer KOHOKU MARU, 5,000 tons, Capt. T. Accazawa, will be despatched from the Yangtszepoo Wharf on Sept. 19, at ———— For Freight or Passage, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, Phone C. 4234.

CHEFOO & TIENTSIN.—The Str. HSINCHANG, Captain Newburgh, will leave on Tuesday morning, September. 19. For Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK DIRECT.—The steamer SHINLEE, Captain Kozloff will be despatched for the above port on September 20. For Freight and or Passage apply to S. HEIMANN & Co., 19A Canton Road, Tel. C. 1604.

TIENTSIN Direct.—The Kailan Mining Administration, will despatch the steamer KWANGPING, on September 22, 1922. For Freight or Passage, apply to Agent, 1 Jinkee Road, Tel. C. 317.

For Foreign Ports

NEW YORK via DAIREN, JAPAN PORTS, SAN FRANCISCO & PANAMA PORTS.—The O.S.K.'s Cargo Steamer HAVANA MARU, 10,000 tons, Captain M. Tsubaki, will be despatched from the O.S.K. buoy on September 20, at ———— For Freight, apply to THE OSAKA SHOSEN KAISHA, No. 2 Canton Road, Phone C. 4234.

Shipping Items

YANGTSZE PORTS

The C.M. s.s. Kiangyu left Hankow on Thursday and is due in Shanghai this morning.

The I-C. s.s. Kutwo left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Luenyi left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangfoo left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Wuchang left Hankow on Friday and is due in Shanghai tomorrow morning.

The I-C. s.s. Tuckwo left Hankow yesterday and is in Shanghai on Tuesday.

The C.M. s.s. Kianghsin left Hankow yesterday and is due in Shanghai on Tuesday.

The C.N. s.s. Ngankin will leave Hankow today and is due due in Shanghai on Wednesday.

The C.M. s.s. Kiangwah will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Suiwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Shengking will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Wosang will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Hunan will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The C.N. s.s. Szechuen left Hongkong on Thursday and is due in Shanghai tomorrow.

The C.N. s.s. Sinkiang left Hongkong yesterday and is due in Shanghai on Wednesday.

The C.M. s.s. Yushun left Foochow for Wenchow and Shanghai on Wednesday.

The C.N. s.s. Suiyang will leave Hongkong tomorrow and is due in Shanghai on Friday.

The C.N. s.s. Yingchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

NORTHERN PORTS

The C.N. s.s. Shuntien left Tientsin on Thursday and is due in Shanghai via Chefoo and Weihaiwei today.

The C.N. s.s. Liangchow left Tsingtao on Friday and is due in Shanghai today.

The C.N. s.s. Fengtien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.M. s.s. Tungwah left Tientsin for Dairen and Shanghai on Friday.

The C.N. s.s. Soochow will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

The D.K.K. s.s. Saikio Maru is due in Shanghai from Dairen and Tsingtao on Tuesday morning and will dock at the Whangpoo Wharf. The vessel will sail for Tsingtao and Dairen at 10 o'clock Wednesday morning, and the tender with outgoing passengers will leave the Customs jetty at 9 o'clock.

The C.M. s.s. Hsinming will leave Tientsin today and is due in Shanghai by way of Chefoo on Wednesday.

The C.M. s.s. Hsinwah will leave Tientsin on Tuesday and is due in Shanghai by way of Chefoo on Friday.

JAPAN PORTS

The N.Y.K. s.s. Yamashiro Maru left Nagasaki on Friday and is due in Shanghai today. The steamer will dock at the Wayside Wharf.

The N.Y.K. s.s. Yawata Maru left Moji for Shanghai on Friday and is to dock at the N.Y.K Wharf today

The N.Y.K. s.s. Takeshima Maru will leave Nagasaki for Shanghai today and is to dock at the Wayside Wharf on Tuesdy.

The N.Y.K. s.s. Nikko Maru will leave Moji for Shanghai tomorrow and is to dock at the N.Y.K. Wharf on Wednesday.

INDIAN LINES

The P. & O. s.s. Soudan will sail from Shanghai for Bombay and ports on Wednesday morning, and the tender Gutzlaff with outgoing passengers and baggage will leave the Customs jetty at 9 o'clock Tuesday evening.

EUROPEAN LINES

The P. & O. s.s. Dongola sailed from London at 1 o'clock Friday afternoon, September 1 and is due to arrive in Shanghai on October 11.

The Nod. Lloyd s.s. Westfalen, from Hamburg, left Port Said for Colombo, Singapore and China Ports on August 31 and is expected to arrive in Shanghai about October 8.

The Nod. Lloyd s.s. Schlesien is expected to leave Rotterdam for the Far East on October 12.

The Glen Line s.s. Carnarvonshire is due to leave London for Shanghai on September 23.

The Glen Line s.s. Gleniffer is due to leave London for Shanghai on October 7.

The Blue Funnel s.s. Tydeus, from United Kingdom, left Hongkong at 3 o'clock Friday afternoon and is due in Shanghai at daybreak Monday. The vessel will dock at the Holt's Wharf.

The M.M. s.s. Porthos which sailed from Marseilles on September 8 with mail, left Port Said on Wednesday, September 13 and is expected to arrive in Shanghai on October 16.

The P. & O. s.s. Kashgar which sailed from Shanghai on July 27, arrived in London at 6 o'clock Wednesday morning, September 13.

The P. & O. s.s. Nankin left London at 2 o'clock Thursday afternoon, September. 14, and is expected to arrive in Shanghai on October 25.

The P. & O. s.s. Macedonia will sail from Shanghai for London and ports next Saturday, and the tender Gutzlaff with outgoing passengers and hand baggage, will leave the Customs jetty at 9:30 o'clock Saturday morning. Heavy baggage should be delivered to the lighter at the Customs jetty between 2 and 3 o'clock Friday afternoon.

AMERICAN LINES

The Dollar s.s. Diana Dollar is due to sail from San Francisco for Oriental ports on Friday.

The C.P.S. s.s. Empress of Russia left Vancouver on Thursday, September 7, and is expected to arrive in Shanghai by way of Japan ports next Friday.

The P.M. s.s. President Taft was due to sail from San Francisco on Tuesday, September 12, and is expected to arrive in Shanghai by way of Honolulu, Yokohama and Kobe on October 2.

The Adl. Line s.s. President Grant was due to sail from Seattle yesterday and is expected to arrive in Shanghai by way of Yokohama and Kobe on October 3.

The Blue Funnel s.s. Knight Templar, from New York, left Kobe for Taku, Dalny, Tsingtao and Shanghai on Monday, September 11.

The China Mail s.s. China was due to leave Hongkong for Shanghai yesterday and will sail from this port for San Francisco on Tuesday, September 19. The steamer is scheduled to arrive in San Francisco by way of Japan ports and Honolulu late October 10 or early the 11th.

The China Mail s.s. Nile, from San Francisco, left Kobe Thursday afternoon and is due in Shanghai early tomorrow morning. The steamer will dock at the C. M. Lower Wharf and sails for Hongkong on Tuesday morning.

The China Mail s.s. Nanking which sailed from Shanghai on August 21, arrived on San Francisco via Yokohama and Honolulu on Tuesday morning, September 12.

The P.M. s.s. President Wilson, from San Francisco and Honolulu is due at Yokohama today and is expected in Shanghai next Friday.

The P.M. s.s. President Cleveland will leave Hongkong tomorrow and is due to sail from this port for San Francisco next Wednesday.

The Adl. Line s.s. Endicott left Yokohama for Kobe on Thursday.

The Adl. Line s.s. President Jackson is due in Shanghai from Seattle, Yokohama and Kobe about 1 o'clock Tuesday afternoon and will dock at the China Merchants' Central Wharf. The vessel brings 1,010 sacks of mail, 1,315 tons cargo and a full passenger list for this port and is to sail for Hongkong and Manila on Thursday.

Passengers Departed

Per C.N. s.s. Luchow for Amoy: Mr. L. W. C. Lordonff for Hongkong: Messrs. R. Lapsley, J. Russell, J. McMoutrie, J. Ferguson, R. Wallace, Nijland.

Per C.N. s.s. Hsin Peking for Ningpo: Mr. and Mrs. Mossop, Mrs. Brady, Mrs. Cunning, Mr. Moran, Mr. and Mrs. Silva, Miss Silva.

Per C.N. s.s. Tatung for Wuhu: Miss Saunders; for Kiukiang: Mrs. Brower and three children. Miss Powell, Mr. and Mrs. J. R. MacDermott and two children, Mrs. Leyte, Mrs. Allgood, Mr. J. W. Young; for Hankow: Mrs. W. G. Terrell, Mrs. Denniston and infant, Dr. Skinner and party, Miss A. C. Boughton.

Per C.N. s.s. Sunning for Hongkong: Messrs. W. G. Gerrard, D. Fleming, H. E. Rigge, S. K. Har- M. Stewart, Mr. and Mrs. Smith.

s.s. Soochow for Tsingtao: Mr. and Mrs. J. K. Jolly, Mr. F. Peden.

Per C.N. s.s. Tungchow for Weihaiwei: Major Ford; for Chefoo: Mr. H. J. Smart, Mr. and Mrs. Deschamps; for Tientsin: Messrs. F. Raydon, J. C. March, W. Farrer, P. E. R. James, Mr. and Mrs. Phelps.

Per C.N. s.s. Kiukiang for Swatow: Mrs. and Miss Lubovitch.

Per C.M. s.s. Hsin Kiangteen for Ningpo: Miss A. Mathews, Messrs. F. H. Castro, P. H. Castro Jr.

Per M.M. s.s. Amazone for Marseilles: Miss J. F. F. de Figusireao Sister Madeleine, Agnes, Messrs. Antony Lordereau, A. Laidrich, Casanova, Ou Ling-sen, Tsang Tse-hoa, Eun Yu-pin, Yen Hsi-yu, Tsai Hong, A. Caveriviere, R. L. Christensen, Wu Chi-tai, Lo Liang,chi, Sui Tchaon-pao, Sun Kong-sou, Pan Tch'en-yen, Wang-Tsou-tah, A. Perigaud, L. Martin, A. Rassini, E. Quinton; for Singapore: Mr. and Mrs. Yuen Liongseah; for Saigon: Mrs. M. Crippier, Mrs. Ferry, Messrs. Mouden, J. V. Botelho; for Haiphong: Mrs. A. Miohite, Mr. and Mrs. Samson, Mrs. Graham, Miss Jack, Mrs. Portevous, Mrs. Pang Shih-an, Messrs. Kozierski, Tchao Tchounggian, Roux Gustave. Tran Ngocdien, Miki, Mrs. Tchao Pen-ly; Mrs. Grace Pulver, Mr. and Mrs. P. E. Young, Mrs. Chang, Mr. and Mrs. Chu, Mrs. Wong Mah-shi, Mr. and Mrs. C. K. Edmunds, Mrs. Sze Dou, Misses S. and D. Sze Dou, Mrs. M. Steel, Misses B. and A. Steel, Messrs. C. J. Harrison, Li Ming. Wong Chi-kit, A. M. Nemaze, Li Nauchi, H. R. Kemington, Z. M. Zook J. S. Guzdar, Au Wing-yuk, Potushinsky, Chen, A. T. Wijngarrden.

Passengers Arrived

Per C.M. s.s. Hsin Kiangteen from Ningpo: Mrs. R. B. Lustgarton.

Per I-C. Wingsing from Tsingao: Dr. and Mrs. Jackson and two children.

Per I-C. s.s. Kingsing from Tientsin and ports: Mrs. Malcolm, Mrs. G. Frost, Mrs. Sleap, Mrs. Spence, Mrs. Handbury, Mrs. E. Jones, Mrs. Evans, Mrs. A. Kohlberg, Mrs. Moulard, Mrs. Baldwin, Mr. and Mrs. Page, Mr. Wyngaden.

Per C.M. s.s. Kiangan from Hankow and ports: Messrs. H. G. Hoogley, Bronar, Widler, and Miss Roux. Miss Auge.

Per I-C. s.s. Kungwo from Hankow: Messrs. C. T. Tod, Geo. G. Stroebe, Mrs. R. Meyers; from Kiukiang: Mr. and Mrs. Bachstain and child, Mr. and Mrs. H. Danst and two children, Mrs. J. M. McKee and daughter, Mr. and Mrs. Lanning and child, Mrs. Marthong and two children, Master and three Misses Moses, Messrs. Lane, A. E. Lanning, P. Marthoud.

T. K. K.
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)

via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.

ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO

S.S. "TENYO MARU" via Nagasaki ..... Oct. 8
S.S. "KOREA MARU" via Nagasaki ..... Oct. 22
S.S. "SHINYO MARU" via Nagasaki ..... Nov. 5
S.S. "TAIYO MARU" via Nagasaki ..... Nov. 30

FOR HONGKONG

S.S. "KOREA MARU" via Manila ..... Oct. 1
S.S. "SHINYO MARU" via Manila ..... Oct. 17
S.S. "TAIYO MARU" via Manila ..... Nov. 13
S.S. "TENYO MARU" direct ..... Dec. 3

THE ROBERT DOLLAR CO.

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S.S. "GRACE DOLLAR" early October.
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*CALLING AT SAN PEDRO IF INDUCEMENT OFFERS.

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CANADIAN PACIFIC
STEAMSHIPS LIMITED

QUICKEST TIME TO CANADA, United States and Europe

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LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Canada	Sept. 25	Oct. 9	E. Britain	Oct. 17	Oct. 24
E. Russia	Oct. 7	Oct. 23	E. France	Oct. 31	Nov. 7
E. Australia	Oct. 21	Nov. 7	E. Britain	Nov. 14	Nov. 21

FORTNIGHTLY SAILINGS THEREAFTER, WITH SAME CONNECTIONS THROUGH TO EUROPE.
Empress of France and Empress of Britain arrive Hamburg two days later than Southampton.

TO HONGKONG VIA MANILA

Empress of Russia	Sept. 28
Empress of Australia	Oct 3
Empress of Asia	Oct. 21
Empress of Canada	Nov. 4
Empress of Russia	Nov. 18

FORTNIGHTLY SAILINGS THEREAFTER

Dominion Express Travellers Checks Sold.

Freight Department: Corner Peking and Yuen Ming Yuen Roads. Telephone Central 181. Cable Address. "NAUTILUS"

Passenger Department: Palace Hotel Building 19 The Bund. Telephon Central 181. Cable Address. "GACANPAC"

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PACIFIC STEAMSHIP COMPANY

FREIGHT & PASSENGER
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16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
"PRESIDENT McKINLEY"	Sept. 24	Oct. 10
"PRESIDENT JACKSON"	Oct. 8	Oct. 24
"PRESIDENT GRANT"	Oct. 22	Nov. 7
"PRESIDENT JEFFERSON"	Nov. 5	Nov. 21

SPECIAL THROUGH RATE TO EUROPE, $620.50

FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT JACKSON"	Sept. 21
"PRESIDENT GRANT"	Oct. 5
"PRESIDENT JEFFERSON"	Oct. 19
"PRESIDENT MADISON"	Nov. 2

Through Bills of Lading to all United States and Canadian overland points; also via Panama Canal Lines to Atlantic Ports. THE ADMIRAL LINE
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FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU

S.S. PRESIDENT CLEVELAND	Sept. 20
S.S. PRESIDENT WILSON	Oct. 6
S.S. PRESIDENT TAFT	Oct. 17
S.S. PRESIDENT LINCOLN	Oct. 28
S.S. PRESIDENT PIERCE	Nov. 11

FOR HONGKONG via MANILA

S.S. PRESIDENT WILSON	Sept. 24
S.S. PRESIDENT TAFT	Oct. 4
S.S. PRESIDENT LINCOLN	Oct. 15
S.S. PRESIDENT PIERCE	Oct. 26
S.S. PRESIDENT CLEVELAND	Nov. 5

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

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MANAGING AGENTS U. S. SHIPPING BOARD

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From San Francisco And Los Angeles via Japan Ports:
S.S. "ELKRIDGE" Sept. 25
S.S. "WEST PROSPECT" Oct. 8

For Hongkong, Philippine Islands, Singapore And Java Ports:
S.S. "ELKRIDGE" Sept. 26
S.S. "WEST PROSPECT" Oct. 10

L. EVERETT, GENERAL AGENT, Japan, China, Philippine Islands, Indo China, Straits, Java
SHANGHAI OFFICE, No. 5 Jinkee Road, TEL: C 5017,
TELEGRAMS-"DIXSTRUTH"

CHINA MAIL S.S. CO., LTD.
PASSENGERS AND FREIGHT
SAILINGS FROM SHANGHAI
(Subject to change)

FOR SAN FRANCISCO via JAPAN and HONOLULU

S.S. "CHINA"	Sept. 19
S.S. "NILE"	Oct. 5
S.S. "NANKING"	Oct. 30

FOR HONGKONG DIRECT

S.S. "NILE"	Sept. 19
S.S. "NANKING"	Oct. 17
S.S. "CHINA"	Nov. 16

The above steamers connect at Hongkong with the Steamers "GORJISTAN" and "ARMANESTAN" (Passengers and Freight), in service between Amoy, Swatow, Hongkong, Singapore, Batavia, Sourabaya and Samarang.

Bills of Lading issued to all ports of call, United States and Canadian Overland Points, Mexico, Central and South America, Panama, Cuba and Atlantic Coast Ports of the United States.

For information regarding Passenger Fares, Freight Rates and further particulars as to sailings, apply to

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FREIGHT AND PASSENGER AGENT
Corner Szechuen and Kiukiang Roads,
Telegraphic Address "CHIMAIL."
Telephones:
General Office Central 4779
Agent Central 4813

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE

Hakone ..... Oct. 9 — Kashima Maru ..... Sept. 25
Matsumoto Maru .... Sept. 21 — Toyohashi Maru first half of Oct.

FOR VICTORIA, SEATTLE AND VANCOUVER

Shikuoka Maru ..... Oct. 4 — Yokohama Maru ..... Oct. 27

FOR NEW YORK VIA PANAMA

Lyon Maru ..... Sept. 19
Cargo only.

FOR JAPAN

Yamashiro Maru ..... Sept. 20 — Hakusan Maru ..... Sept. 27
Kawata Maru ..... Sept. 26 — Chikugo Maru ..... Sept. 28
Takashima Maru .... Sept. 22 — Kumano Maru ..... Sept. 30
Nikko Maru ..... Sept. 23 — Fushimi Maru ..... Oct. 2

FOR HONGKONG DIRECT

Yokohama Maru ..... Oct. 6

FOR AUSTRALIA, from Hongkong

Yoshino Maru ..... Oct. 17

FOR SOUTH AMERICA. Via Durban and Cape Town From Kobe

Kamagawa Maru ..... Sept. 26

For freight, passage and further information apply to

NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.

Phones: Passenger Dept., North 1159 and 2729; Freight Dept. (Ocean) North 1155 and 167, (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

M. M.

MESSAGERIES MARITIMES.
SERVICES CONTRACTUELS.

Mail Steamer	Next Sailings from Marseilles	Probable Arrival at Shanghai	Probable Sailing From Shanghai
ANGKOR			30th Sept.
ANGERS	11th Aug	18th September	14th October
AZAY LE RIDEAU	25th Aug.	2nd October	28th October
PORTHOS	8th Sept.	16th October.	11th Nov.
CHAMBORD	22nd Sept.	30th October	25th November
PAUL LECAT	6th Oct.	13th November	9th December

LIGNES COMMERCIALES (Cargo Boats)

LIEUTENANT DE MISSIESSY expected Shanghai, on Friday, the 22nd September.

Steamers and dates subject to alteration without notice.

Tel. 3260 Shipping Department. Tel. 937 Passenger Department.

OFFICES: 9 French Bund.

Consignation — Transit — Representation.

North and South China Line

For Portland via Taku Bar and Dairen
S.S. "WEST ORAWA" ..... Oct. 13th

From Portland, Ore, U. S. A.
S.S. "HANNAWA" ..... Sept. 16th
S.S. "WEST ORAWA" ..... Oct. 6th

For Hongkong And Manila.
S.S. "HANNAWA" ..... Sept. 18th

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PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo, Port Said and Marseilles.
(Cabin passengers can be accommodated)

FOR NEW YORK. Via Japan Ports, San Francisco and Panama
S.S. "HAVANA MARU" ..... Sept. 20
S.S. "HAVRE MARU" ..... Oct. 16

FOR TACOMA & SEATTLE. ViaDairen, Japan Ports, Victoria, & Vancouver.
S.S. "ALABAMA MARU" ..... Sept. 21

FOR HONGKONG DIRECT.
S.S. "ARABIA MARU" ..... Sept. 23

FOR NORTH CHINA PORTS. Tsingtau, Tientsin and Dairen
S.S. "KOHOKU MARU" ..... Sept. 19

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "KOHOKU MARU" ..... Oct. 4

FOR JAPAN VIA DAIREN
S.S. "ALPS MARU" ..... Oct. 13

OSAKA SHOSEN KAISHA
Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ..Phone East 208 and 212.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Steamers Departed

Sep. 15—Tsushima for Cruise.
Sep. 16—Loongwo for Hankow
Sep. 16—Ningpho for Hankow
Sep. 16—Chungking for Hankow
Sep. 16—Fengyang M. for H'kow
Sep. 16—Sunning for A. H. C'ton
Sep. 16—Tell for N. Customs
Sep. 16—Soochow for Tsingtao
Sep. 16—Kwanglee for Hongkong and Canton.
Sep. 16—Hsinkong for Chefoo & Tientsin.
Sep. 16—Tjitaroem for .....
Sep. 16—Sakaki M. for Tsingtao and Dairen.
Sep. 16—Tungchow for Weihaiwei, Chefoo and Tientsin.
Sep. 16—Amazone for Marseilles
Sep. 16—London M. for London
Sep. 16—Kumano M. for Japan
Sep. 16—Yeizan M. for Foochow
Sep. 16—Tensei M. for Tsingtao
Sep. 16—Fuji M. for Dairen.
Sep. 16—Pingyang for Dairen.
Sep. 16—Yungshin for Ningpo.
Sep. 16—H. K'teen for Ningpo.

Hotel Arrivals

PALACE HOTEL

Mr. J. Coulthart, Tsingtao.
Mr. J. J. Robbins, Pittsburg.
Mr. and Mrs. Charles F. Fauss. New York.
Mr. V. B. Murray, Manila.
Mr. B. F. Maguine, Local.
Mr. and Mrs. H. C. Steiner, Local.
Mr. and Mrs. J. J. White, New Zealand.
Mr. R. Moodey, Berkeley, Cal.
Mr. R. Foster, Oakland, Cal.
Mrs. J. W. Baldwin, Tientao.
Mr. and Mrs. F. J. Norbury, London.
Mr. and Mrs. J. Greenfield, London.

KALEE HOTEL

Mr. and Mrs. A. Pleasner, Copenhagen
Mrs. A. G. Ivanoff, Tsingtao.
Mr. M. P. Weane, London.
Mr. H. G. Walker, Hongkong.
Mr. R. Ellis, Hongkong.
Mr. and Mrs. M. Tetgemier, Local.
Mrs. Kasper, Harbin.
Mr. and Mrs. F. Pocock, Local.
Mr. D. W. Marsden, Local.
Mr. F. R. Pollinger, Tientsin.
Mr. Paul F. Belle.
Mr. and Mrs. Alfred Kohlberg, New York.
Mr. F. Jordan, Nanking.

ASTOR HOUSE HOTEL

Mr. and Mrs. J. W. Withington, Local.
Mr. and Mrs. D. O. Bates, England.
Mr. and Mrs. Keyhin, Italy.
Mr. F. Winter, Hongkong.
Mr. E. P. Virata, Europe.
Mr. W. D. Jabison, Peking.
Mr. J. Q. Guin, Local.

Launch Services

Tuesday, September 19, 1922

The tender Gutzlaff conveying passengers and baggage on board the P. & O. s.s. Soudan, for Bombay will leave the Customs Jetty at 6 p.m.

Wednesday, September 20, 1922

The tender conveying passengers and baggage on board the D.K.K. s.s. Saikio Maru, for Tsingtao and Dairen will leave the Customs Jetty at 9 a.m.

Saturday, September 23, 1922

The tender Gutzlaff conveying passengers and hand baggage on board the P. & O. s.s. Macedonia for London will leave the Customs Jetty at 9:30 a.m.

Steamers Arrived

Sep. 15-Kiangteen from Hankow
Sep. 16—Yungshin from Ningpo
Sep. 16—H. K'teen from Ningpo
Sep. 16—Kingsing from Tientsin
Sep. 16—Tongan from Dairen.
Sep. 16—Hyson from Liverpool
Sep. 16—Nanao M. from Japan
Sep. 16—Tosei M. from Japan
Sep. 16—Hwahyih from C'tao
Sep. 16—Kiangan from Hankow
Sep. 16—Kungwo from Hankow
Sep. 16—Poyang from Hankow
Sep. 16—Ningshin from Foochow
Sep. 16—Koodo M. from Japan
Sep. 16—Hanping from Hankow
Sep. 16—Kohoku M. from F'mosa

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt. *Also calls at Bombay.	*MACEDONIA	Sept. 23
	KALYAN	Oct. 7
	MANTUA	Oct. 21
	DONGOLA	Nov. 4
Bombay—via Hongkong, Straits and Colombo.	SOUDAN	Sept. 20
	MACEDONIA	Sept. 23
Calcutta—via Kobe.		
Calcutta—from Hongkong via Singapore and Penang.	TORILLA	Sept. 20
	JANUS	Sept. 30
Sydney and Melbourne—from Hongkong.	ARAFURA	Oct. 4
	ST. ALBANS	Nov. 1
	EASTERN	Nov. 29

*P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and Dates liable to be altered or cancelled without notice

For particulars regarding Freight or Passage, apply to Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.

Telephones: General: Central 169; Passage: Central 2510; Freight: Central 2069

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

	LATE	EARLY
S.S. "SATSUMA"	SEPT.	OCT.

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents,

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Yangtsze Gorges

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S.S. ROBERT DOLLAR II

Luxurious Steamers, Cuisine Excellent

(Passenger and Freight Service)

Sailing Every Few Days Between

ICHANG and CHUNGKING

THE ROBERT DOLLAR Co.

The American Express Co.

Shanghai—Tientsin—Peking—Hankow.

The China Press Mail Schedule

SUNDAY, SEPTEMBER 17, 1922

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg
TODAY					
W'wei, C'foo and T'tsin	Kingsing	7.30	8.30		7.00
River ports	Train & Str.	21.00			21.00
TOMORROW					
Ningpo	Hsin Peking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		18.30
Japan Ports	Y'shiro M.	19.00			17.00
Vladivostok & Siberia	Via P. & M.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Foochow	Ningshin	15.30			18.00
Tientsin	Weishun	18.30			18.00
Chefoo & Tientsin	Hsinchang	21.00			21.00
Foochow	Haean	24.00			21.00
Hongkong and Canton	Taishun	21.00			21.00
Tuesday, Sep. 19					
W'wei, C'foo and T'tsin	Shuntien	18.30	d13.30		13.00
Hongkong and Canton	Liangchow	7.30			7.00
Hongkong	do		8.00		
H'kong, Canton, Straits, India & Europe via Suez	Soudan	17.00			16.30
Ceylon, India & Europe via Suez	do		17.00		6.30
Japan Ports	Angers	12.00			1.30
Japan Ports	Yawata Maru	19.00	17.00		18.30
Japan, H'lulu, Canada, U. S. A. and Europe via U. S. A.	China	A14.00	14.00		13.30
Vladivostok & Siberia	Via P. & M.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Japan Ports	Y'shiro M.		17.00		
Wednesday, September 20					
Japan, Canada, U.S.A. & Europe	†Alabama M	16.00			15.30
Japan, H'lulu, Canada, U. S. A. & Europe via U.S.A.	P. Cleveland	A10.0	10.00		9.30
Tsingtao & Dalny	Saikio M.	7.30			7.00
Swatow, H'kong, C'ton	Chekiang	8.30	8.30		8.00
Swatow and Hongkong	do				
Thursday, September 21					
Antung	Chusan	10.30			10.00
Chefoo and Tientsin	Chengtu	10.30	10.30		10.00
Amoy, H'kong & C'ton	Szechuen	9.30			9.00
Amoy and Hongkong	do		9.30		
H'kong, C'ton & Manila	P. Jackson	10.00			9.30
Friday, September 22					
Manila Direct	E. of Russia	16.30			16.00
Hongkong and Canton	Soochow	21.00			21.00
Hongkong	do		17.00		
Japan Ports	T'shima M.	9.00			8.30
Saturday, September 23					
H'kong, Straits, India & Europe via Suez	Macedonia	9.00			8.00
H'kong, S. Ports, Straits Ceylon, India and Europe via Suez	do		d9.00		
Manila Direct	P. Wilson	17.00			16.30
W'wei, C'foo, T'tsin	Fenchien	9.30	8.30		8.00
S'tow, H'kong & C'ton	Kashing	21.00			21.00
Sunday, September 24					
Japan, Canada, U.S.A. and Europe	P. McKinley	11.00			10.30
Monday, September 25					
Japan, Canada, U.S.A. & Europe	E. of Canada	16.30			16.00

A Specially marked correspondence at the Chinese Post Office.
B Registered at 5 p.m. on previous day.
†Specially marked correspondence only.

Information For Mariners

SUNDAY, SEPT. 17, 1922

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at spring 8 1/4 h; at neaps, 7½ h.

Time	Range	Time	Range
8h. 20m.	3ft. 9in.	9h. 5m.	6ft. 1in.

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).

Approximate rise, 5½h; approximate fall, 7 h.

A.M. H.	A.M. M.	P.M. H.	P.M. M.
7	0	7	40

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
1.10 a.m.	2.58 p.m.	5h. 45m.	6h. 5m.	5h. 0m.	6h. 50m.

Mean Barometric Pressure at Shanghai.
For September 29.90 in.
759.5 mm.

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(Separate and distinct from Canadian Pacific.)

Serving the principal cities of Canada. Direct line and service to Montreal, Quebec, Halifax, St. John, N.B. and Portland, Maine. Connection with United States rail lines at Winnipeg, Duluth, Buffalo, and Montreal.

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General Traffic Office, Glen Line Building,

—or—

American Express Co., *Thos. Cook & Son.*

Future Sailings

FOR AMERICA AND CANADA

Sep. 17	—	New York via Suez	M. S. Dollar	Br.	Dollar Co
Sep. 19	—	San Francisco	†China	Am.	China Mail
Sep. 19	—	N. York via P'ma	Lyons Maru	Jap.	N. Y. K.
Sep. 20	—	New York	Havana Maru	Jap.	O. S. K.
Sep. 20	—	San Francisco	†P. Cleveland	Am.	P.M.S.S. Co.
Sep. 21	—	Tacoma	Alabama Maru	Jap.	O. S. K.
Sep. 23	—	Vancouver	†E. of Canada	Br.	C. P. S.
Sep. 24	—	Seattle	†P. McKinley	Am.	Adl. Line
Sept. 25	—	N. York via Suez	M. S. Dollar	Br.	Dollar Co.
Sep. 30	—	New York via Suez	Peleus	Br.	B. & S.
Oct. 3	—	San Francisco	†Nile	Br.	China Mail
Oct. 4	—	Seattle	Shidzuoka M.	Jap.	N. K. K.
Oct. 6	—	San Francisco	†P. Wilson	Am.	P.M.S.S. Co.
Oct. 7	—	Tacoma	Arabia Maru	Jap.	O. S. K.
Oct. 7	—	Vancouver	†E. of Russia	Br.	C. P. S.
Oct. 8	—	Seattle	†P. Jackson	Am.	Adl. Line
Oct. 8	—	San Francisco	†Tenyo Maru	Jap.	T. K. K.
Oct. 10	—	New York via Suez	C. of Melbourne	Br.	J. M. & Co.
Oct. 13	—	Portland	West Orows	Am.	Lumber Co.
Oct. 16	—	New York	Havre Maru	Jap.	O. S. K.
Oct. 17	—	San Francisco	†P. Taft	Am.	P.M.S.S. Co.
Oct. 20	—	New York via Suez	Agamemnon	Br.	B. & S.
Oct. 21	—	Vancouver	†E. of Australia	Br.	C.P.S.
Oct. 22	—	San Francisco	†Korea Maru	Jap.	T. K. K.
Oct. 22	—	Seattle	†P. Grant	Am.	Adl. Line
Oct. 27	—	Seattle	Yokohama M.	Jap.	N. Y. K.
Oct. 28	—	San Francisco	†P. Lincoln	Am.	P.M.S.S. Co.
Oct. 30	—	San Francisco	†Nanking	Am.	China Mail
Nov. 5	—	Seattle	†P. Jefferson	Am.	Adl. Line
Nov. 5	—	San Francisco	†Shinyo Maru	Jap.	T. K. K.
Nov. 11	—	San Francisco	†P. Pierce	Am.	P.M.S.S. Co.

FOR JAPAN PORTS

Sep. 20	—	N'saki, M., Y'hama	Yamashiro M.	Jap.	N. Y. K.
Sep. 20	—	Moji, Kobe, Osaka	Kawata Maru	Jap.	N. Y. K.
Sep. 22	—	N'saki, N., Y'hama	Takashima M.	Jap.	N. Y. K.
Sep. 23	—	Moji, Kobe, Osaka	Nikko Maru	Jap.	N. Y. K.
Sep. 28	—	N., Moji, Y'hama	Chikugo Maru	Jap.	N. Y. K.
Sep. 30	—	M., Kobe, Osaka	Kumano Maru	Jap.	N. Y. K.
Oct. 2	—	Kobe	Fushimi M.	Jap.	N.Y.K.

FOR EUROPE, INDIA, STRAITS, ETC.

Sep. 20	D.L.	Bombay, etc.	Soudan	Br.	M. M. & Co.
Sep. 20	—	Antwerp, etc.	Teiresias	Br.	B. & S.
Sep. 21	—	Marseilles	Matsumoto M.	Jap.	N. Y. K.
Sep. 21	—	Hamburg, etc.	Glenade	Br.	G.L.E.A.
Sep. 23	9.30*	Bombay, London	†Macedonia	Br.	M.M. & Co.
Sep. 25	—	London	Kashima Maru	Jap.	N. Y. K.
Sep. 26	—	Java ports, etc.	Elkridge	Am.	Lumber Co.
Sep. 27	—	Hamburg, etc.	Laomedon	Br.	B. & S.
Sep. 28	—	Liverpool	K. Templar	Br.	B. & S.
Sep. 30	10.30*	Marseilles	†Angkor	Fr.	M. M. Cie
Oct. 4	—	Antwerp, etc.	Antilochus	Br.	B. & S.
Oct. 7	—	London, ports	†Kalyan	Br.	M. M. & Co.
Oct. 9	—	London	Hakone Maru	Jap.	N. Y. K.
Oct. 10	—	Java, ports.	W. Prospect	Am.	S. & B.
Oct. 11	—	Antwerp, etc.	Hyson	Br.	B. & S.
Oct. 15	—	Rotterdam, etc.	Gemma	Dut.	H. C. T. Co.
Oct. 15	—	Liverpool	Tydeus	Br.	B. & S.
Oct. 15	—	Hamburg, etc.	Glenariffe	Br.	G. L. E. A.
Oct. 18	—	Hamburg, etc.	Helenus	Br.	B. & S.
Oct. 20	—	Hamburg, etc.	Munsterland	Ger.	H. A. Line
Oct. 21	—	London, etc.	†Mantua	Br.	M. M. & Co.
Oct. 28	—	Marseilles	†A. le Rideau	Fr.	M. M. Cie
Nov. 4	—	London	†Dongola	Br.	M. M. & Co.
Nov. 8	—	Hamburg, etc.	Amazon M.	Jap.	O. S. K.
Nov. 11	—	Marseilles	†Porthos	Fr.	M. M. Cie
Nov. 25	—	Marseilles	†Chambord	Fr.	M.M. Cie
Dec. 12	—	Hamburg, etc.	Ermland	Ger.	H. A. Line

FOR SOUTHERN PORTS

Sep. 17	D.L.	Swatow	Kiukiang	Br.	B. & S.
Sep. 17	—	Hongkong, Manila	M. S. Dollar	Br.	Dollar Co.
Sep. 18	10.00	Foochow	Ningshin	Chi.	S.P.S.N. Co.
Sep. 18	5.15	Ningpo	Hsiu Peking	Chi.	N.S.S.N. Co.
Sep. 18	5.30	Ningpo	Hsin Ningshao	Chi.	C.M.S.N. Co.
Sep. 18	—	Hongkong, Manila	Hannawa	Am.	Lumber Co.
Sept. 19	—	Hongkong, Canton	Taishun	Chi.	C.M.S.N. Co.
Sep. 19	—	Foochow.	Haean	Chi.	C.M.S.N. Co.
Sep. 19	5.00	Ningpo.	Yungshin	Chi.	N.S.S.N.Co.
Sep. 19	5.00	Ningpo.	Hsin Kiangteen	Br.	B. & S.
Sep. 19	10.00*	Hongkong, Canton	Liangchow	Br.	B. & S.
Sep. 19	—	Hongkong	Nile	Br.	China Mail
Sep. 19	10.00*	S'tow, Hongkong	Chekiang	Br.	B. & S.
Sep. 21	11.00*	A. H'kong, C'ton	Szechuen	Br.	B. & S.
Sep. 21	—	Hongkong, Manila	Pres. Jackson	Am.	Adl. Line
Sep. 23	—	Manila, Hongkong	E. of Russia	Br.	C.P.S.
		Hongkong	Arabia Maru	Jap.	O.S.K.
Sep. 24	—	Manila, Hongkong	P. Wilson	Am.	P.M.S.S. Co.
Oct. 2	—	Manila, Hongkong	Korea M.	Jap.	T.K.K.
Oct. 4	—	Manila, Hongkong	P. Taft	Am.	P.M.S.S. Co.
Oct. 5	—	Hongkong, Manila	P. Grant	Am.	Adl. Line
Oct. 8	—	Manila, Hongkong	E. of A'tralia	Br.	C.P.S.
Oct. 15	—	Manila, Hongkong	P. Lincoln.	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Sep. 17	—	W. C'foo, T'tsin	Kingsing	Br.	J. M. & Co.
Sep. 17	D.L.	Newchwang	Chinkiang	Br.	B. & S.
Sep. 19	10.00*	Tsingtao	Kanchow	Br.	B. & S.
Sep. 19	3.00	W. C'foo, T'tsin	Shuntien	Br.	B. & S.
Sep. 19	—	Dairen, etc.	Kohoku Maru	Jap.	O.S.K.
Sept. 19	—	Chefoo, Tientsin.	Hsinchang	Chi.	C.M.S.N. Co.
Sept. 20	—	Vladivostok	Shinlee,	Chi.	S. H. & Co.
Sep. 20	10.00*	Tsingtao, Dalny	Saikio Maru	Jap.	I. K. K.
Sep. 21	noon	Chefoo, Tientsin	Chengtu	Br.	B. & S.
Sep. 21	noon	Antung	Chusan	Br.	B. & S.
Sep. 22	—	Tientsin.	Kwangping	Br.	K.M.A.
Sep. 27	10.30*	Vladivostok	Lorestan	Br.	L. V. Line

FOR RIVER PORTS

Sep. 17	M.N.	Hankow, etc.	Kiangteen	Chi.	C.M.S.N.
Sep. 18	M.N.	Hankow, etc.	Kiangan	Chi.	C.M.S.N. Co.
Sep. 18	M.N.	Hankow, etc.	Kungwo	Br.	J. M. & Co.
Sep. 18	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Sep. 19	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Sep. 19	M.N.	Hankow, etc.	Kutwo	Br.	J. M. & Co.
Sep. 19	M.N.	Hankow, etc.	Luenyi	Br.	B. & S.
Sep. 19	M.N.	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Sep. 20	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Sep. 20	M.N.	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Sep. 20	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Sep. 21	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 21	M.N.	Hankow, etc.	Nganking	Br.	B. & S.
Sep. 22	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep. 22	M.N.	Hankow, etc.	Suiwo	Br.	J. M. & Co.
Sep. 22	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Sep. 23	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co.
Sep. 23	M.N.	Hankow, etc.	Whangpu	Br.	B. & S.
Sep. 24	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Sep. 25	M.N.	Hankow, etc.	Kiangshun	Chi.	C.M.S.N. Co.
Sep. 25	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Sep. 25	M.N.	Hankow, etc.	Hunan	Br.	B. & S.

M. N.—MIDNIGHT D.L.—DAYLIGHT
*A. M.
†CARRYING MAIL.

Men-Of-War In Port

Section	Date	Name	Flag and Rating
F. N. B.	Sep. 6	Altair	Fr. Sloop
B. N. B.	July 8	Bee	Br. Gunboat
Mc. W.	Mar. 20	Cricket	Br. Gunboat
V. S. S. B.	Sep. 14	Majave	[illegible]
McW.		Mantis	Br. Gunboat
	Sep. 12	Scarab	Br. Gunboat
O. D.		Teal	Br. Gunboat

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AUCTIONS

IN REAR SALESROOM

Tuesday September 19th Commencing at 10 a.m.

USEFUL HOUSEHOLD FURNITURE AND SUNDRIES

Comprising:—

Dining table, chest of drawers, Night tables, Gramaphone records, Electric table fans, Skin rugs, Large assortment of good books, White rattan cot, Camphor wood box, Crockery & Glassware, New boots & shoes, Ladies & gents clothing, Large cooking stove, Perambulator, Hot water Geyser, Pictures & frames, Canvas kit bag, E. P. Tray, and butter dish, New axe handles, Cruet stand, Couch and easy chairs, Electric kettle, Washing board, White enamel slop bucket, Commodes, Porcelain ornaments, Cooking utencils Etc. and a long list of sundries.

On view Monday

CARGO AUCTIONS

On Wednesday, September 20th at 2.30 p.m.

The following Sundry Goods

1 "Uni Electric" Gasoline Lighting Engine with Dixie Magneto, 5 cases Strawberry jam, 2 brass door locks, 7 boxes collars, 5 cases carbon, 3 cases plain enamelled basins 30 cm., 2 cases decorated enamelled basins 30cm., 2 cases enamelled spittoons, 1 case perfume, 3 cases blue dyes, 1 cases light paper, 9 dozen screw drivers, 4 cases "Egg" soaps, 50 pkts. Matzos (Strictly kosher), 35 bags matzo meal, 2 dozen scissors, 10 kegs nails, 34 stew pans, 14 bundles dmitation pearl neck laces, 10 boxes buttons, 10 gross yards trimmings, 5 gross aluminium spoons, 26 dozen Stephens' "Judge" brand fry pans, 10 cases fan blades 16", 1 case aluminium paint, 1 case enamel, 6 tins lubricating oil, 3 dozen razors, shaving mirror, lanterns, empty bottles shoe polish, blue frame stoves, coffee grinder, etc., etc.

Now on view

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

NEW ARRIVAL
"BRETEL FRERES"
French Butter
1 lb. tin $1.15
2 lb. tin $2.25
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Dong Nee Woo

Manufacturers of Tientsin and Peking Carpets and Rugs.
3 Avenue Joffre, corner of Route Pere Robert, Shanghai.

Great cheap sale now on in all descriptions of Carpets and Rugs. Please call on us for orders and don't miss this opportunity. Our lowest prices on highest materials as follows:

100 lines, $1.35 per square foot
90 lines, $1.15 per square foot.
80 lines, $1.00 per square foot.
70 lines, $0.90 per square foot. 51728

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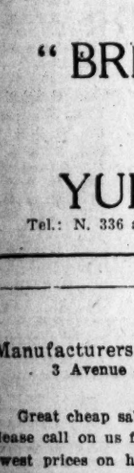
339/41 Avenue Joffre, Corner of Route Pere Robert

Begs to announce that its store at the above address will be opened to business on the 15th inst. All supplies of meat and vegetables, etc., are of best quality and prices are moderate. All orders given either by telephone or in writing will be promptly executed. Your kind patronage is solicited.

51886

INAUGURATION SALE



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NEW STORE 119A SZECHUEN ROAD
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a large quantity of
LISLE and SILK
SOCKS and STOCKINGS
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VERY LOW PRICES

COME AND SATISFY YOURSELF

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Retail Department—119a Szechuen Road
51775

Auction of Sundry Cargo

Noel, Murray & Co.,
LIMITED

Will sell at Salesroom
On Monday, the 18th September, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF

Table and Dessert Knives, Forks and Spoons, Tea and Coffee Spoons, Pocket Safety Razors, Razor Blades, New Towels, Silk Stockings, Cotton Gloves, Fancy Muslin, Fancy Window Glass, Toilet Powder, Perfumery, Cream, etc.

also

8 Cases Chrom Paper
Size 31 x 34, 150 lbs. per Ream
1 Case "Superior" Carbon Paper
28 Pieces Coloured Hair List union
55 Pieces Woollen and Cotton Union Shirtings.

On View Morning of Sale.

Auction of Sundry Cargo

Noel, Murray & Co.,
LIMITED

Will sell at Salesroom
On Monday, the 18th September, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY OF

Table and Dessert Knives, Forks and Spoons, Tea and Coffee Spoons, Pocket Safety Razors, Razor Blades, New Towels, Silk Stockings, Cotton Gloves, Fancy Muslin, all Wool Navy Serge, Tweed Suiting Blue Worsted Reversible Blankets, Fancy Window Glass, Toilet Powder, Perfumery, Cream, etc.

Also

8 Cases Chrome Paper
Size 31 x 43, 150 lbs. per Ream
1 Case "Superior" Carbon Paper
28 Pieces Coloured Hair List Union
55 Pieces Wool and Cotton Shirtings and Striped Flannel Shirtings

On View Morning of Sale.

EVERY MODERN HOUSE NEEDS THIS APPLIANCE

"The Diamond Knife Polisher"

Puts A Mirror Finish On A Knife In One Minute
No More Soiled HANDS
No Dirty Knifes
Price Only 40 Cents
Obtain one and see what it does

Sales Department.

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How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis, esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr KINGMAN to the subscribers consist in:—

(1) Cleaning of the teeth quarterly.
(2) Filling with gold platinum alloy only, when the teeth present holes.
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Sailed from Shanghai

FOR SAN FRANCISCO

Shinyo Maru	Aug. 18
Nanking	Aug. 21
Hamer	Aug. 22
President Lincoln	Aug. 26
Broad Arrow	Sept. 10
Algonquin	Sept. 10
Taiyo Maru	Sept. 13

FOR VANCOUVER

Empress of Russia	Aug. 14
Empress of Australia	Aug. 29
Canadian Prospector	Aug. 30
Empress of Asia	Sept. 9

FOR SEATTLE

President Grant	Aug. 14
Kaga Maru	Aug. 24
President Jefferson	Aug. 27
Baron Cawdor	Sept. 10
President Madison	Sept. 10

FOR TACOMA

Manila Maru	Aug. 11
Hawaii Maru	Sept. 6

FOR PORTLAND

Eastern Sailor	Aug. 16

FOR NEW YORK

Toba Maru	Aug. 11
Suruga	Aug. 15
Hague Maru	Aug. 18
City of Bagdad	Aug. 20
Esther Dollar	Aug. 21
Victorious	Aug. 27
Titan	Sept. 5
City of Bristol	Sept. 10

FOR LONDON

Sardinia	Aug. 11
Jason	Aug. 14
Kamo Maru	Aug. 15
Mentor	Aug. 16
Diomed	Aug. 18
City of Manchester	Aug. 25
Devanha	Aug. 26
Theseus	Aug. 3
Katori Maru	Sept. 5
Troilus	Sept. 8
Novara	Sept. 9
Atsuta Maru	Sept. 12

FOR LIVERPOOL

Keemun	Aug. 11
Machaon	Aug. 18
Ningchow	Sep. 7
Ajax	Sept. 13
Hector	Sept. 15

FOR HAMBURG

Argun Maru	Aug. 11
Radnorshire	Aug. 14
Emden	Aug. 20
Glenluce	Aug. 31
Pembrokeshire	Sept. 5
City of Florence	Sept. 5
Sembilan	Sept. 10
Havelland	Sept. 15
London Maru	Sept. 16

FOR COPENHAGEN

Peru	Sept. 2
Indien	Sept. 4

FOR MARSEILLES

Amboise	Aug. 19
Lt. St. Albert-Bie	Aug. 23
Cordillere	Sept. 2
Amazone	Sept. 16

FOR TRIESTE

Tracia	Sept. 2

FOR BOMBAY

Sicilia	Aug. 15
Jeypore	Aug. 26

FOR CALCUTTA

Gharinda	Aug. 16

FOR BATAVIA

Holmborg	Aug. 18
Tjikarang	Aug. 19
Tjimanock	Aug. 21
Rigi	Sept. 3

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ITALIAN CAMEOS,
BIRD OF PARADISE PLUMES
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ANTIQUES AND DIAMONDS
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GOODS ACCEPTED FOR SALE ON COMMISSION

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China A.B.C. Weaving Mill
ONLY $2.50 PER PIECE

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Wedding

MENZI—WILDER

Mr. Leonard Menzi the new principal of the American school at Tungchow was married Friday to Miss Margaret Wilder, daughter of Dr. and Mrs. G. D. Wilder of Peking, and niece of Rev. C.A. Stanley of Tientsin says the North China Mail of September 13. The wedding took place at the home of Mr. Stanley in the American Board Mission, Tientsin, and was attended only by close friends of the family. The bride's father, Dr. Wilder, performed the ceremony, after which Mr. and Mrs. Menzi left for Peking. The bride was born and spent her childhood in Peking. She arrived in Tientsin from America with her father on Monday.

Mr. Jack Hamilton To Tell Students Of Tribetan Life

Major Jack Hamilton of the Asia Life Insurance Company, who was a member of the famous Younghusband Expedition to Thibet, will address the student body at the Shanghai American School tomorrow morning on his experiences.

Major Hamilton is a world traveller and served with the French, British and American armies in the Great War.

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Due Marseille *22nd November.*
First class passage... ... ...£140.—less 10%
Second class passage ... ... £51. Net
RACINE & CIE, *Agents.*
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Community Church News Notes

Today will be Newcomers' Sunday at the Community Church services. A special welcome will be given to those recently arrived in Shanghai, and the means of introduction afforded. It is hoped that a very large proportion of those for whom the services are specially intended will be present. The preacher in the morning, at eleven, at the Columbia Country Club on Route Doumer, will be Rev. James M. Yard. Bishop S. R. Hay, the newly elected Bishop in charge of Southern Methodist mission work in China will preach at the Masonic Hall at the five o'clock service. Both preachers are newcomers and will bring a fresh message to the church.

The Community Church Sunday School opens its session for the year today. At 8:45 a.m. the Northern District School will meet for enrollment at the Grace Baptist Church on North Szechuen Road, instead of at the Union Church Hall as formerly. Primary and Kindergarten scholars will enroll at the Shanghai American School primary school at 151 Dixwell Road.

The Western District Sunday School will enlarge its scope this year to include older scholars. Enrollment for this district will take place at the new Primary School building at 10 Route Louis Dufour (off Avenue Joffre by Route Francis Garnier) at 9:30 a.m. Mr. C. H. Lavers will be assistant superintendent in charge. Mrs. Lavers' class of girls will meet as usual at the Columbia Country Club. All parents desiring to enrol children in these schols will please note the proper times and places.

NOTICE

Dr. Med. Alex. Renner
Specialist in Women's and Internal Diseases
11B NANKING ROAD
Chinese-American Bank Building
Tel. C. 6980
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Residence: Kalee Hotel
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DR. R. HOLPER, M. D.
(Bordeaux University, France.)
SPECIALIST IN VENEREAL URINARY AND SKIN DISEASES
American Oriental Bank Build.
No. 15 Nanking Road
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Piles guaranteed to be cured with in ten days after one treatment without operation or pain. (Latest European methods of treatment.)
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H134 Yang Tsing Lee, Nansing Road.
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Situations Vacant

Wanted immediately Portuguese house keeper, middle aged woman one with knowledge of English capable of taking telephone messages for a French couple. Comfortable home and permanent situation. Must come with good references. Apply to Box 45, THE CHINA PRESS. 41844

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Manager.

PROBE OF GIRL'S SUICIDE IS ASKED BY ORGANISATIONS

Press Continues Comment On Newspaper Owner Who Is Implicated

The local Chinese press and Chinese organisations are continuing their campaign against Dr. F. C. Tong, part owner of the Chinese Journal of Commerce, Foochow and Shantung Roads, in connection with the suicide of Miss Zia Tsang-tseng, whose mother and sister allege that Dr. Tong had borrowed $5,000 from the deceased without any acknowledgement and had proposed to the deceased to marry her as a concubine. Miss Zia was a mailing clerk employed by Dr. Tong at a salary of $20.

Demands for a thorough investigation of the case are being made by Miss Chow Feng-hsiang, president of the Chinese Woman Suffrage Movement, the Chinese Vocational Woman's Club, the Tungtingshan Guild, the Street Union of the Boulevard des Deux Republiques and Mr. Wu Liang sun, who favors immediate proceedings in accordance with law. Pratically all the Chinese newspapers have published adverse comments in connection with the case.

Obituary

MR. H. M. GORTON

A memorial service for the late Mr. H. M. Gorton, who died at sea on September 19, was held Friday at Bubbling Well Cemetery Chapel. At the conclusion of the service, at which the Very Rev. Dean Symons officiated, Mr. Gorton's remains were placed in a niche in the chapel.

Among the large congregation at the service were Mrs. Gorton Mr. and Mrs. H. H. Read, Mr. J. Prentice, Mr. E. L. Allen, and Capt. and Mrs. Wain.

Many beautiful floral tributes were sent by: Mother, the family, Mary, Mabs and George; Mr. and Mrs. F. R. Vida; staff of the Sun Insurance office; Mr. and Mrs. W. A. White and family; Mr. and Mrs. J. J. Dunne; Mr. and Mrs. P. P. O. Liddell; Mr. C. K. Schen; the staffs of the National Insurance Co., and the Phoenix Insurance Co.; Mr. H. W. Robjohn; Mr. and Mrs. W. R. Parkin; Mr. K. H. Schen; Cheng T. Dang, Compradore of the Norwegian Atlas Insce. Co., Mr. R. I. Fearon, Dr. S. W. Pratt and the Cercle Sportif Francais.

Commercial Analyses

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AUTOMOBILES

The China Press

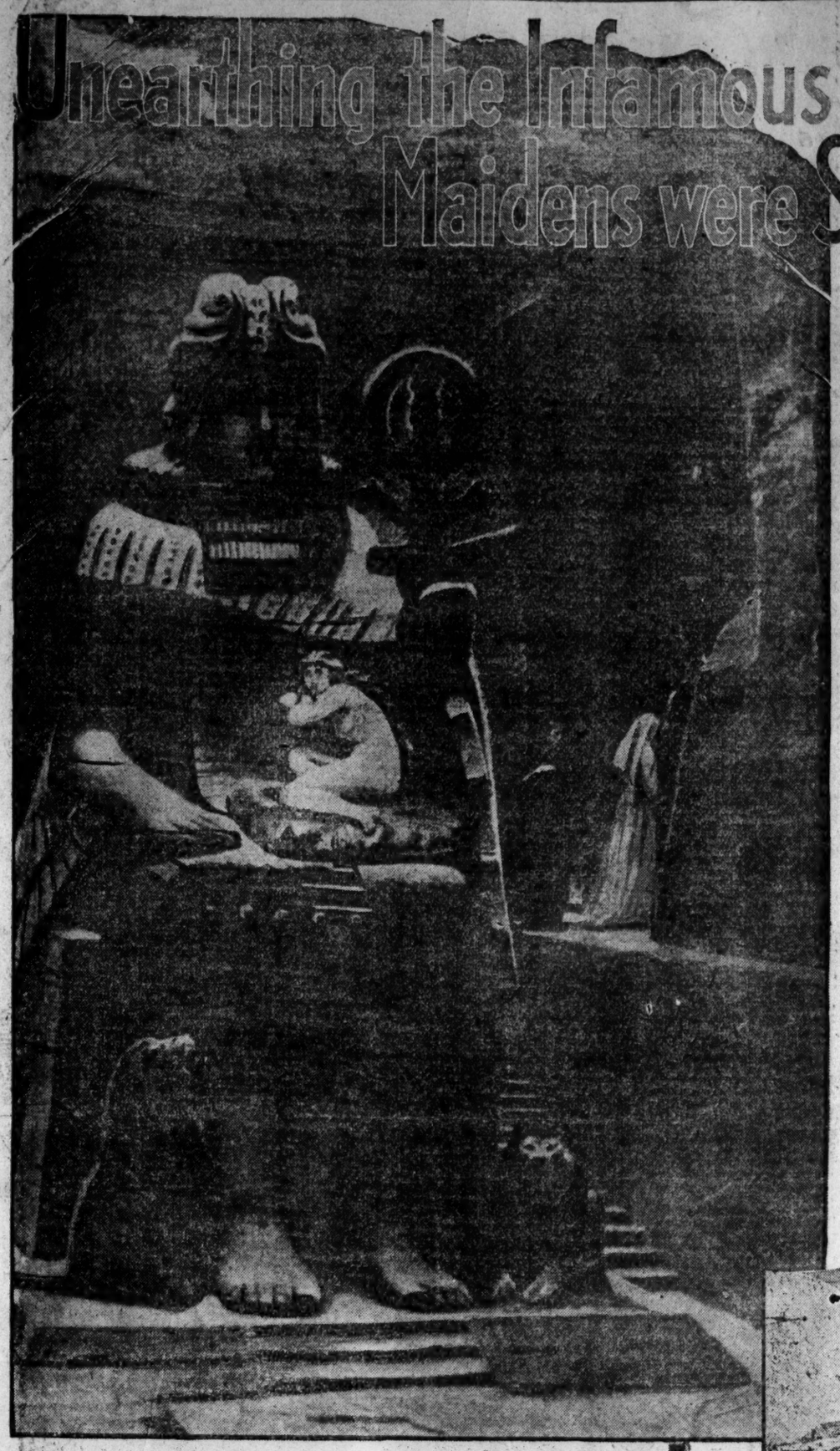
大陸報

MAGAZINE

SHANGHAI, SUNDAY, SEPTEMBER 17, 1922

Unearthing the Infamous Temple Where Maidens were Sacrificed to Baal

The Secret Bridal Chamber in Which Doomed Daughters of the Israelites Were Left to Choose Between Starvation and Raging Lions, Turned Up in the Ruins of Ancient Carthage



"The Bride of Baal," from the Famous Painting by Henry Motte. Sometimes the Idol Was Heated and the Victim Perished by Fire, but in the Ritual Here Depicted She Is Left in the Lap of the Monstrous Bridegroom, with the Choice of Starving or of Throwing Herself to the Lions.

THE great temple of Baal—where pagan priests practiced their indescribable human sacrifices—has been unearthed among the ruins of Carthage.

The French Government has just received official notification from Count Byron Prorok, famous archaeologist, that a set of sacrificial urns, containing the actual bones of maidens and children sacrificed to Baal, have been unearthed and identified.

Years ago Pere Delattre, who devoted his entire lifetime to the work, unearthed certain foundations and broken columns which he believed would later be fully identified with the cult of Baal. The present expedition has dug deeper and is now engaged in fully justifying his prophecy.

Frederick Singer, attache of the American legation at Paris; Miss J. Osborn, daughter of Professor H. K. Osborn, of the American Museum of Natural History; Dr. Carton and other distinguished archaeologists are also engaged in excavations. Rich Americans in Paris are keenly interested and are contributing large funds. The party set out in the early Summer and is now in the midst of its work. Coins, inscriptions, statues, broken altars are being brought to light, and important additional announcements are expected.

The discoveries already made are sufficient to identify the temple of Baal beyond any question of doubt. Baal, or Baal-Hammon, is the monstrous deity mentioned hundreds of time in the Bible and in other ancient writings. Every Bible student, every child who has attended Sunday school, will remember passages in the Old Testament telling how the Israelites were warned by the Lord against this idolatrous worship and its infamous practices.

In Old Testament times Baal-Hammon was worshiped by many tribes and in many cities of Africa and Arabia surrounding Palestine. The cult is supposed to have been Phoenician in origin, and was transmitted by these pirates and traders to the great city of Carthage.

Human sacrifice, in cruel and varied forms, was the chief characteristic of this religion. In each temple of Baal there was a huge and monstrous idol, usually of bronze, but sometimes of stone, and it was to this idol that the victims were sacrificed.

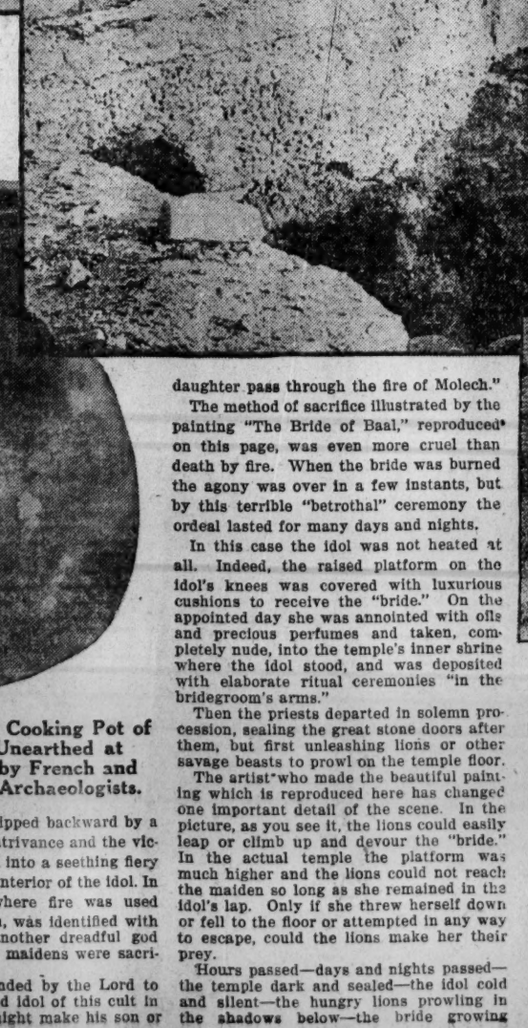
Sometimes young children were the victims, but usually it was some beautiful maiden who was chosen to become "the Bride of Baal."

After she had been chosen by the priests and delivered up to them by her family she was imprisoned in the temple until the day of sacrifice, and then disappeared forever in the inner shrine.

Sometimes the victims were consumed by fire. Sometimes they were subjected to longer and even more atrocious torments. When the victim was to perish by fire, three different methods were used. They were alike in one respect—that the maiden was first placed "in the arms of Baal," or, rather, on a sort of platform on the knees of the seated idol between the arms.

By one method, fire was made to spout from the mouth of the overhanging head. By another, the platform itself was heated red-hot. By a third, the platform was tipped backward by a mechanical contrivance and the victim was hurled into a seething fiery furnace in the interior of the idol. In the temples where fire was used Baal, or Baal-Hammon, was identified with Moloch, or Molech, another dreadful god to whom children and maidens were sacrificed.

Bronze Statuette of a Carthagenian Warrior Discovered Near Site of the Temple of Baal.



An Ancient Cooking Pot of Bronze Unearthed at Carthage by French and American Archaeologists.

Joshua was commanded by the Lord to destroy the temple and idol of this cult in order that "no man might make his son or daughter pass through the fire of Molech."

The method of sacrifice illustrated by the painting "The Bride of Baal," reproduced on this page, was even more cruel than death by fire. When the bride was burned the agony was over in a few instants, but by this terrible "betrothal" ceremony the ordeal lasted for many days and nights.

In this case the idol was not heated at all. Indeed, the raised platform on the idol's knees was covered with luxurious cushions to receive the "bride." On the appointed day she was annointed with oils and precious perfumes and taken, completely nude, into the temple's inner shrine where the idol stood, and was deposited with elaborate ritual ceremonies "in the bridegroom's arms."

Then the priests departed in solemn procession, sealing the great stone doors after them, but first unleashing lions or other savage beasts to prowl on the temple floor.

The artist who made the beautiful painting which is reproduced here has changed one important detail of the scene. In the picture, as you see it, the lions could easily leap or climb up and devour the "bride." In the actual temple the platform was much higher and the lions could not reach the maiden so long as she remained in the idol's lap. Only if she threw herself down or fell to the floor or attempted in any way to escape, could the lions make her their prey.

Hours passed—days and nights passed—the temple dark and sealed—the idol cold and silent—the hungry lions prowling in the shadows below—the bride growing fainter from thirst, hunger and terror. If she herself believed in the terrible ritual, her horror was increased by the fact that she imagined at any moment the dreadful stone monster would come to life and crush her in its embrace.

Growing fainter and fainter, weaker and weaker, she cowered and shuddered in the darkness. Why did she not immediately throw herself to the floor and end the agony? Fear of being rent limb from limb by the lions below? Partly that, but perhaps other reasons even more powerful. When the priests returned, after many days, if they found she had chosen this method of death, it would be a sign that she had not found favor in the sight of Baal—that she had been rejected—and another maiden would be brought as a fresh sacrifice. Her family would be disgraced and her memory would be shameful. Also another maiden—perhaps a dear friend, perhaps a younger sister—would be chosen to die because she had failed in the ordeal.

Sometimes, of course, she chose the lions rather than the lingering agony, but more often when the priests returned they found the unhappy "bride" lying dead in the arms of her monstrous bridegroom.

Little wonder that the Hebrew prophets, with their austere morality, thundered their denunciations at this terrible and idolatrous form of worship. No wonder they threatened the Israelites with dire punishment when some of them—as they more than once did—"forsook the Lord and served Baal and Ashtaroth." No wonder they slew the priests of Baal and detroyed their temples when they could.

The sombre and terrible pages of the books of Judges and Kings are filled with stories of the struggles of the priests of Jehovah to keep the chosen people from following these "strange gods."

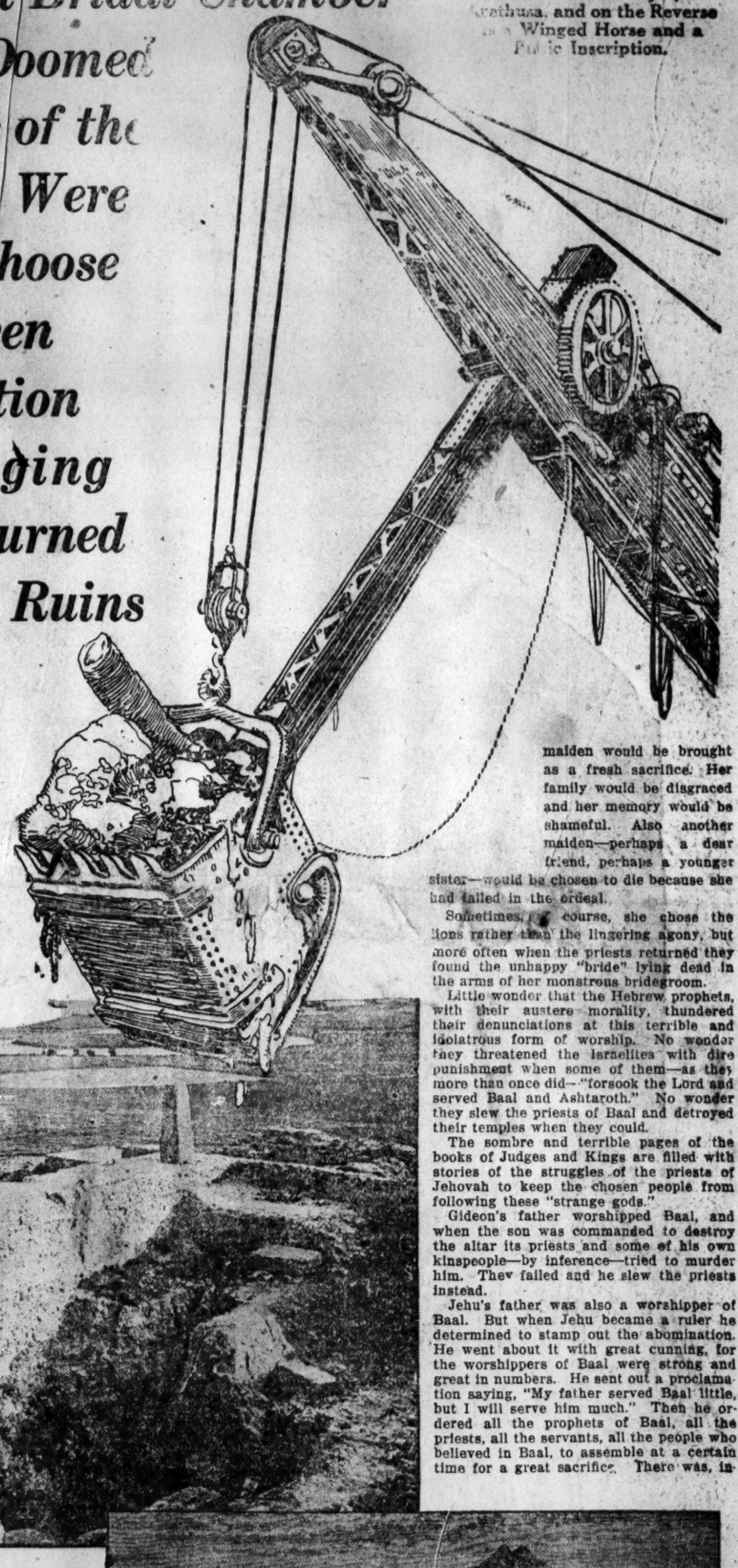
Gideon's father worshipped Baal, and when the son was commanded to destroy the altar its priests and some of his own kinspeople—by inference—tried to murder him. They failed and he slew the priests instead.

Jehu's father was also a worshipper of Baal. But when Jehu became a ruler he determined to stamp out the abomination. He went about it with great cunning, for the worshippers of Baal were strong and great in numbers. He sent out a proclamation saying, "My father served Baal little, but I will serve him much." Then he ordered all the prophets of Baal, all the priests, all the servants, all the people who believed in Baal, to assemble at a certain time for a great sacrifice. There was, in deed, a great sacrifice, but the followers of Baal were themselves the victims. Jehu and his soldiers slew them all "with the edge of the sword," threw down their idols and wrecked the temple.

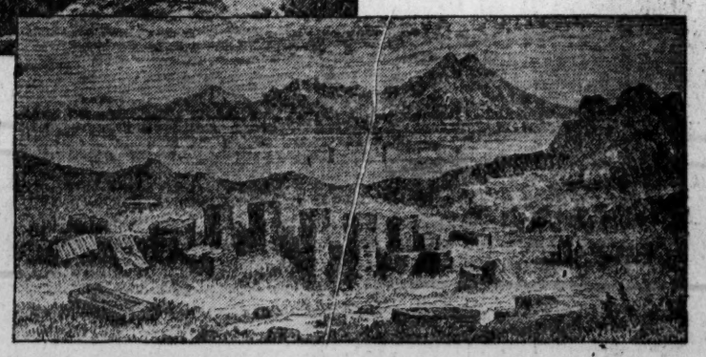
Athaliah, a queen who ruled over some of the Hebrew tribes, was a worshipper of Baal. Jehoida, the high priest of the Lord, enticed her to the temple to see the coronation of her little son, and had her slain.

The Hebrews finally succeeded in stamping this idolatry out among themselves, but they did not succeed in destroying it. It was later transmitted to Carthage, and it is the temple where these terrible sacrifices continued to take place which has just been unearthed by the French and American archaeologists.

A Silver Coin Recovered from the Ruins at Carthage. The Head Is of the Nymph Arethusa, and on the Reverse Is a Winged Horse and a Punic Inscription.



Below, an Actual Photograph of the Ruins of Ancient Carthage, Where Excavations Are Now Being Made on the Site of the Temple of Baal.



Approach to the Ruins of the Temple of Baal-Hammon.

The Turban – in Variation

WIND your head, Hindu style, says Paris, if you would be in style. Light up the background of your chapeau with a brilliant ornament, or spray it with metal thread. These are but two of the suggestions which Paris offers for Fall millinery. Directly from the world's fashion centre have come these chic models shown on this page to-day.

TO England we owe the vogue for the turban. Ever since she focused the eyes of the world on India, couturiers turned their eyes to the country of brown women and palms for an inspiration.

They took the customary head drape and searched their imagination for something that would appeal to the women of the Western sphere. For fashion artists are aware of the practical note which is demanded by modernists.

Instead of offering the material to be draped about the head of milady herself, they wound it gracefully into chic turbans and tacked these gently to frames beneath.

Behold, then, three of the newest creations which are borrowed from our Hindu friends.

One of these charming chapeaux is built high at front, allowing it to slope gradually to either side, where the drapes are confined by bands extending across them. The earrings are not suspended from milady's ears, but dangle from slender bead chains from the hat itself.

Perhaps the more conservative woman will prefer the other turban, which boasts but a single ornament at front for its trimming. It is smaller, yet decidedly attractive for town wear or motoring.

Another turban is fashioned of sport silk, its colorful stripes wound this way and that to give the diagonal effect. If you examine this small turban closely you will see that it has a tiny brim, bound with a bias strip of the silk. The brim is essential to some features, as it softens the hair line and lends tone to the eyes, directly above which lies its correct line.

Turbans have a particular manner of accentuating costume style. And one must be watchful how she wears her turban if she would add piquancy to her attire. It must be drawn forward on the forehead and set directly parallel with the line of the eyes. Never slant the turban or the wide garden hat. The hats must be worn with symmetry if they would be graceful.

One of the latest fashion ventures is matching the turban with the lining of cape or wrap. Some of the effects achieved are interesting, indeed, since linings are now fashioned of colorful, striped or flowered silks.

FASHIONS -:- *Striking Novelties In Summer Wear Brought Out By Paris Dress Makers*

Paris dressmakers for some time past have concentrated all their efforts on novelties for the season at Deauville, known to be the most chic resort in Europe. Not one of them but had been thinking of beautiful dresses for the seashore, smart restaurant gowns, startling toilettes for the races and casino dances, wherewith to make the wearers a cynosure of all eyes. For all their beauty and novelty there is a refinement about these summer toilettes which cannot fail to win approval among women of taste. They are not so simple as last year's little black dresses, but they are discreetly ornate.

Doeuillet, the man dressmaker, continues to hold his own with the best in Paris. He has just created a series of "toilettes de plage" which are both dignified and beautiful, and are proving a great success. A typical model developed in crepe Georgette with delicate hand embroidery is in blousing one-piece style with overhanging panels closely plaited and mounted with a delicate hand work done on the crepe Georgette.

ON WHITE SATIN DRESSES

A smart touch is given through the use of a a scarf sash of tulle which is attached at the left side with a bouquet of frosted silver Parme violets. This scarf is thrown carelessly around the neck. The same beautiful flowers trim the hat, a large demi-cloches of Georgette crepe exactly matching the dress in tone.

Vionnet continues to have great success with her simple hand-made dresses of low-blousing chemise style. She holds also to the rusty brown tones.

Callot is making many beautiful embroidered dresses. The intricate, interesting patterns of embroidery are done on a background of white satin. These highly ornate robes are built on the simplest possible lines. A model of this sort is shown with embroideries in various shades of red with a slight mingling of black, shaded gray and oyster tones. Such a toilette is given a finishing touch with one of Reboux's huge poke bonnets trimmed with vari-colored flowers.

Martial et Armand always make beautiful dresses and have a constantly increasing clientele. One of their midsummer models is developed from crepe Marocain in the well liked mauve and ruby red colorings with elaborate embroideries in self-tone. A flower trimming of Parme violets affords a brilliant contrast. An accompanying hat is of white horsehair braid trimmed with flowers in the two shades.

The all white dress is almost without rival as a summer dependence. Women do not hesitate to have from six to a dozen all white dresses. An exquisite model in white satin shows lovely embroideries in crystal beads and silver thread. As an afternoon casino toilette this is worn with a little cloche of white horsehair braid draped with an ornamental masque veil.

LACE AND GEORGETTE

A Casino gown from Lanvin is developed from a crispy cool-looking taffeta exactly the shade of a Parme violet and trimmed with eccelesiastical panels of silver cloth framed with an embroidery of minute steel beads. It has the new fitted bodice which marks plainly the normal waistline. Regardless of its fitted line, however, the figure is still uncorseted in effect, as there is either no corset worn or only a girdle, confining the figure from the waistline down. On the right hip is worn a large corsage bouquet of curious orchid-like flowers hand made in Lanvin's extraordinary and original manner.

There is a charming little hat to match this dress made of silver lace, silver cloth and Parme ribbon. Nothing more demure and alluring can be imagined than this toilette of Parme and silver.

Mme. Rolande, since installing herself in her new quarters on the Rue St. Honore, is attracting more and more attention with her beautiful dresses. She is making for the seaside exquisite things in combinations of lace and crepe Georgette. One of her loveliest models is in a soft pigeon's breast gray, the lace and crepe exactly matching. There is a becoming crepe Georgette hat trimmed with hand-made flowers of matching tone which accompanies this dress.

CHIFFON MOTOR VEILS

In Paris automobiling is such a popular pastime that every woman must provide herself with coquettish motor veils. One of the most interesting models which has just been launched by Reboux is of chiffon, two and one-half yards long, embroidered at the edge with soutache and has an inserted masque of dotted mesh surrounded by the same heavy embroidery.

There is also a smart new sun hat from Talbot developed in organdie and heavy grosgrain ribbon. It is a big round sailor and the ribbon is threaded through slots. In effect it reminds one very much of a whirligig, but every smart woman is taking two or three of these in different colors to the country.

With their simple cotton and crepe Georgette dresses young women with a love for the picturesque are using flower girdles and flower toques. One of Judith Barbier's latest sets of this kind consists of a plaited straw girdle, on which are mounted big red poppies, and a toque made of an open straw braid with a band of poppies.

The Spanish influence lingers. The newest evening scarf is a sort of cape shawl deeply fringed and worn across the shoulders in Spanish style. The most popular models are in white with black embroidery and black and white fringe.

Then there are other scarfs developed in a heavy hexagon net with a festooned border of embroidery and an applique of large satin leaves delicately veined and most natural looking.

In spite of their shorter lines the waistline remains long. In many instances the overblouse ends at the waistline at the sides and the back, sloping slightly below it in the front. Other blouses are so short that they barely cover the top of the skirt.

There are models that hang perfectly straight, which may be drawn in at the waist with a string belt, while others are draped across the front after the manner of the draped dress that wraps the figure closely.

The sleeves in the new blouses are of all types, every sleeve that is seen in dresses being represented. The fabrics, too, follow the lead of dresses, as do collars and trimmings. Silks of crepe weave as well as the blistered effects are prominent. All the shades of brown play an important part in the color scheme. Necklines are both collared and collarless, the latter being in slightly greater favor. Both bead and thread embroideries continue in unabated popularity.

HOW TO "GROW" ANEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant: we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and clear youthful complexion can be preserved to any age. (Advt.)

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Another Highbrow Keeps A Diary

By Ring W. Lardner

You don't hardly ever pick up a Sunday paper nowadays but what some high brow writer has got their dairy in there for the past wk. or in other wrds. a record of who they seen and talked to and what they done since the last time we heard from them.

Well naturly they's a good many famous names broughten into these here dairys who the public is interested in reading about them, but the public is also interested in reading about the writers themselfs provided they are famous enough and any way the idear has been suggested that my own dairy for a wk. would make interesting reading even though I don't take lunch very often with men like Babe Ruth, H. G. Wells and Suzanne Lenglen so any way I am going to write down my journal for August 6-13 incluseive and anybody that is bored by the same can lay it to 1 side and no hard feelings.

AUGUST 6.

Everybody was cooking their Sunday dinner at Huge and Great Neck seemed to run out of gas so we had to finnish up the chicken in the coal range and didn't get nothing to eat till after 3 p.m. My sister-in-law Dorothy and husband H. Kitchell and 2 babies come to pay us a visit though they didn't owe us none but at lease they ain't going to stay long. President Harding called up long distants to say hello. The Mrs. talked to him as I was playing with the cat.

AUGUST 7.

Went to N. Y. city to get a hair cut and was walking along 7th ave. and seen a man teasing a musk rat so I went up to the man and busted him in the jaw and knocked him down. A policeman came along and picked the man up and asked him who he was. It turned out that he was Jack Dempsey. I went over to the athletic club and exercised as I ain't been getting none lately.

AUGUST 8.

Peggy Hopkins called up and wanted we should go for a sail but I had a date to play golf with Sarazen, Hagen and Barnes. Sarazen and Hagen played the other two best ball and added score for a $25.00 nassua but only beat them by about 7 pts. as Hagen wasn't putting good. I had 12 eagles but only managed to get a cuple of ones. When I got home Sousa was there and we played some Brahms and Grieg with me at the piano and hm at one end of a cornet. "How well you play Lardy," was Sousa's remark. Brahms called up in the evening and him and his wife come over and played rummy.

AUGUST 9.

David Wark Griffith drove up to the house in his Ford so silently that he caught me setting on the porch before the butler could tell him I was out. He says he was getting up a new picture based on the story of "The Prisoner of Zenda" and it laid between Jack Barrymore, Richard Barthelmess and I which one of us should play the lead. "It is yours if you want it," he said to me. "I am sorry Dave," I says, "but I promised the little woman to not work his summer." "I am sorry too Lardy," he said and drove off. Took a ride on the Long Island R. R. to study human nature. They was a man quarreling with the conductor and the conductor seemed to be getting the worst of it so I throwed the man off of the train. Found out afterwards it was Stanislaus Zbyszko. Felt bored and sleepy so went home.

AUGUST 10.

Went to the Follies but a lot of people seen me come in and begun hollering author, author till it become so embarrassing I had to duck. Had lunch with Beethoven and Bach and they wanted to know what I was doing in the evening. "Well boys," I said, "I am at your disposal." They acted tickled to death and we spent the evening in the Lambs playing trios. Amongst other pieces we tried out Bach's new sonata for 2 pianos and a cuspidor.

AUGUST 11.

Had breakfast with Mayor Hylan and Senator Lodge. After breakfast the senator says "Lardy tear us off some Chopin." After I had played them a few pieces I drove the boys down town and I went to the club and played billiards with Willie Hoppe and had a narrow escape from him beating me as I was off my game. "Well," he said when it was over, "I come pretty near beating you that time Lardy." "Yes you did, Wille," I told him with a smile. Went to dinner with Wm. M. Thackeray, an English author, and he suggested that we should eat crow's knuckles meuniere which hadn't never tried but it tasted O. K. and reminded a good deal like pelican's nails a la creole. "How do you like it Lardy," asked my host. "All right Thack," was my smiling reply. Went home and played some Rubinstein on the black keys.

AUGUST 12.

This was Saturday and the banks closed at noon on Saturdays so I visited them all during the forenoon and found everything lovely. Everywhere I went it was hello Lardy how ds everything Lardy. Played four or five rounds of Beethoven and had lunch with Gatti-Casazza and General Pershing. Went home to practice on my harp and the phone rung and it was Madame Jeritska who wanted I should take her to dinner but I pretended like I was busy. Scotti and Gerry Farrar called up in the evening and wanted a game of bridge but I and the Mrs. was invited over to Luccini's to try out their new piano. "Well Lardy we will half to make it some other time," says Gerry. "You said a mouthfull Gerry" was my smileing reply.

Long's Island.

The Frilled Blouse Registers

That the revived interest in lingerie blouses is not a fleeting one is proved by the consideration given them by the world's greatest dressmakers. Models showing all sorts of interesting variations of the lingerie blouse are shown.

There are women who consider a touch of white at the neck of their coats smart, and others who do not. Individual tastes may differ in this matter, so far as style is concerned, but opinion cannot be divided as to the becomingness of a frilly blouse with a tailored coat.

It is lamentable that such a charming fashion should for the last few years have been considered provincial, and it is quite delightful to see the frilled collar of organdie, sheer linen and dimity again appearing with the smartest of one-button coats. Nothing is more becoming than the old-time navy blue suit accompanied by a white lingerie blouse. From all indications we are about to witness a return of this youthful and becoming style.

FRILLED JABOTS APPEAR

Frills are much in evidence on the new blouses. Even the Russian blouse has departed from the ways of its progenitors and has taken unto itself frills. There are blouses of fine white pique with high Russian collars buttoning over to one side and having smart jabot frills of linen.

The frilled blouse gives an opportunity for the revival of some delightful old fashions. It means the renaissance of various types of collars made famous in history. It means the revival of lovely old laces as trimmings for these collars.

Designers and manufacturers are working to the utmost of their capacity creating models embodying the characteristics that made the frilled blouse hold a prominent place in fashions for so many years.

The popularity of the tailored suit for fall has created a demand not only for blouses of the frilly sort, but has brought into favor the vest blouse as well as silk, chiffon and lace blouses of a dressy character, which, when worn with a plain two-piece suit, transforms it into an afternoon costume.

KID AND GEORGETTE CREPE

Among the vest blouses are models combining kid and Georgette crepe, the kid being used for the vest, while the Georgette crepe forms the back and sleeves. Charming blouses of the gilet sort are also evolved from white satin, with the vest portion effectively embroidered in metal and black threads.

There is great diversity in the cut of the new blouses. Models of the overblouses sort are in greatest demand. The general tendency is toward shorter lines.

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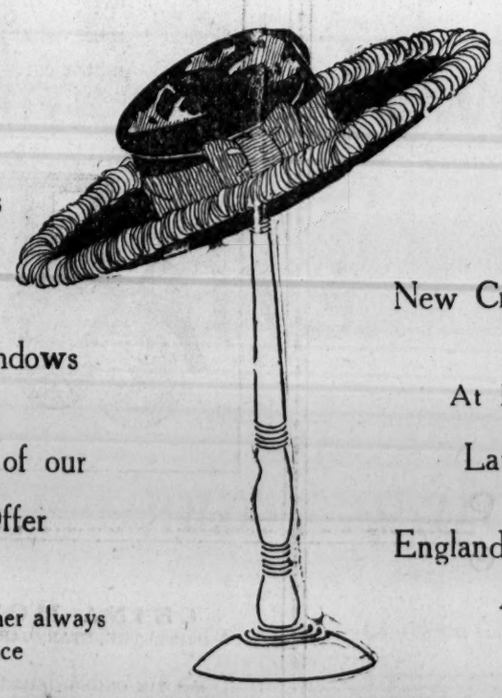

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 17, 1922

Special Library Helps The Automobile Business

BY W. L. POWLINSON
(Chief Librarian, national Automobile Chamber of Commerce New York)

Specialisation is today becoming more and more prevalent in the commercial world. A few years ago the term was only applied to persons of great renown and they were looked upon with awe and admiration. Today we have the youth starting in with the Kindergarten and step by step going through primary and grammar grades and on through High School. He has now obtained a broad foundation to build the future on. On deciding his future career, he takes further training to make him a specialist.

We have had libraries as long as the world has had a way of expressing itself by symbols put together so as to convey thought. Today there are collected and being collected many libraries of a special nature, each a condensed source of information in its own particular line. The following paragraphs will endeavor to convey what has been done in the Special Patent Department Library of the National Automobile Chamber of Commerce.

The N. A. C. C. is the representative organisation of the car and truck manufacturers in the American automotive industry. The Patent Department is one of the numerous functions of this association, serving with its library a very specialised purpose, namely, keeping in touch with every phase of engineering invention in the industry.

There are many periodical publications pertaining to the automobile and the great majority of these give descriptions, illustrations, diagrams and contain much other very useful data. These, accordingly, have been gathered together and form the most important group in the library. Where possible, we have in bound form these publications from Vol. 1 No. 1 to the present time and many of these date back 25 years or more to the infant days of the motor vehicle. These are not only American publications, but from all over the world and in many languages.

Numerous text books have been written, some pertaining to the car in general, or those limited to some specific part. These, too, have been collected from America and abroad and are grouped together. Many of these date back to the time when the man was classed as a fool for saying the horse would be supplanted by the motor vehicle.

Perhaps the reader questions where the term Patent Department comes in. Another and most important group is our collection of over 200,000 United States Patents pertaining upon the motor car industry. It is a significant fact that in the last decade every fourth U. S. Patent issued has to do with automobiles.

During a period of years 1895 to 1901 the French government decided all their inventive genius was to be conserved for their own use, and published in printed form but a few automotive patents. It was during this period that the automobile learned "to walk." Copies of these patents were acquired and form a very interesting and valuable portion of the library. Aside from being the only set in America they have proved their worth by furnishing material enough to clear up several entangled patent situations.

The several classes of British Abridgments pertaining to the automobile have been obtained in their complete forms.

What the average person would consider paper after a year's use, and most likely discard or sell to the junk man, we have turned into a group also proven of its worth and shelf room. Catalogs, yes, indeed, and many of them from foreign countries. These run from the earliest ways of "self-propellers" to date and are bound in a special binder chronologically, alphabetically arranged according to the manufacturer's name.

To the layman, the above mentioned material probably looks rather cumbersome and the trained special librarian is wondering how he can fit the Deway Decimal, Cutter, or Library of Congress systems to this collection and to be able to lay his hand on the right thing at the right time. To meet our special needs we have devised and use a classification of our own, in which we have the motor vehicle, its parts, etc., divided into some 221 classes. For example A—Automobiles in general; A1—Automobiles for Special Purposes (Fire engines, ambulances, etc.); B,—Power Combinations (gasoline and electric), C,—Steam Automobile; D,—Electric Automobile; E,—Chassis in General; F,—Internal Combustion Engines and so on through the alphabet. These main classes are sub-divided as shown above in A1-Automobiles for Special Purposes.

This classification is applied to the publications, text books, catalogs, French Unpublished Patents, so that every page from the first to the last is completely indexed as to subject matter. Should one desire to obtain data on Crankshafts, for instance, consulting the index, G-5, will direct them to material of that kind. This eliminates the laborious work of paging through volume upon volume and does away with all guess work. The United States Patents are also covered by this classification. Each patent is in the class in which it belongs and a numerical card index is kept with patentee's name, subject matter, issue date and classification, also record of litigation.

When the publications, text books and catalogs are classified, note is made of the formation, organisation or failures of the automobile manufacturers, of when they announced their new models, of automobile races or trials, automobile shows and of group specification. These have been put in card index form, making the information readily accessible.

To accomplish this work a specially trained force is employed. They must be expert visectionists of the automobile with the carefulness and conscientiousness to do as only a specialist will.

At present there are in our library about 3,000 volumes of periodical publications and they are increasing at the rate of 10 volumes per week. Of the text books we have about 1,000 and they increase at an average of 2 per week. The United States Patents average increase in about 250 per week.

Although the public libraries of today are wonderful institutions of great magnitude, the business man must depend on the special library where his wants will be taken care of best, with the shortest of time and the least expenditure of energy.

BROKEN SPRING LEAVES

Spring breakage, meaning the breaking of one or more leaves in the spring, invariably occurs on expansion or rebound of the spring, and not on compression when the wheel strikes a bump, as is generally supposed.

Workers Engaged In Auto Industry

(From New York Herald.)

Professional chauffeur and drivers	1,200,000
Motor vehicle factory workers	256,000
Motor vehicle salesmen	106,000
Accessory factory workers	250,000
Garage employes	236,000
Tire factory workers	73,000
Tire dealers and salesmen	150,000
Iron and steel workers	33,000
Aluminum workers	5,000
Copper, brass and tin workers	3,000
Woodworkers	20,000
Glass factory employes	21,000
Tannery workers	8,000
Textile and leather men	15,000
Oil refinery employes	51,000
Paper composition workers	5,400
*Total	2,431,400

*Figures for the various industries are based on percent of total output consumed by automobile industry. Total does not include glue and curled hair factory employes, as figures are not available for these classifications, nor does it include timber fellers, cattle raisers, and others employed in producing the primary materials.

Blast Of Horn Scares Away Lion

The power of an automobile horn as a weapon is shown in an incident told by The London Daily Mail correspondent at Nairobi, in East Africa.

While a wagon drawn by a span of sixteen oxen in charge of two native drivers was going to railhead camp, near Nakuru, the site of the new Uasin-Gishu Railway, it was "ambushed" by three lions.

The lions leaped upon one of the oxen, dragging it to the ground, while the natives ran away. The rest of the oxen became panic stricken and dashed along the rough road, dragging the swinging wagon, the dead ox and the lions.

Suddenly there appeared around the bend a European driving a motor car. Almost by habit his hand sought the motor horn, and as the uncanny shriek sounded he was astounded to see the lions leave their prey and dive into the bush, while the oxen stopped.

Motor Fuels In China

"Quality Pays" is the title on the cover of a brochure which we have just received from the Asiatic Petroleum Co. (N.C.) Ltd., the distributors of the well-known "Shell" motor spirit. It merits favorable comment if only for its attractive but simple cover design, but what is more important is the instructive information the booklet contains in its six pages of well-arranged reading matter about motor fuels in China and which can be read with interest and profit by all motor-car owners and users of motor spirit.

The varying climatic conditions that are experienced in China—extremes of heat and cold, dryness and damp—are seldom given consideration by the motorist in regard to the qualities of the fuel used by the engine of his car and which he expects to give efficient service at all times under the added strain of Shanghai's congested street traffic.

The booklet is instructive in that it gives information regarding the qualities a good motor spirit should possess in relation to our local conditions besides giving a brief resume of how motor spirit is obtained and explaining the differences in quality between a gasoline which is obtained by the "cracking" process and a motor spirit obtained by simple distillation of these crude oils in which natural petrol is present when the crude is obtained from the wells.

We understand that copies have been circulated to all motor-car owners and we advise those of our readers who have not received one to ask their garage for a copy or to apply to the Asiatic Petroleum Co (N.C.) Ltd., who will send a copy on request.

How Gasoline Performs Best

The fuel we feed our human bodies must be readily digestible to be nutritious; the fuel we feed our engines must be equally digestible to be effective. That is the gasoline must evaporate readily; it must be volatile so that it will quickly become a vapor and mix with air in explosive proportions in order to produce energy and power.

This is what an expert on gasoline states in the official publication of the American Automobile Association. His article continues to discuss the subject as follows:

"Do you realise what happens in your engine when you put your foot on the gasoline accelerator?

"Well, think of your carburetor in terms of a medicinal atomizer, the kind you use to spray a sore throat; because the carburetor atomizes the liquid gasoline into an air stream. This air stream passes into the engine at a high velocity, and as it passes through the carburetor to the engine it must mix with air in explosive proportions.

"The gasoline will not burn properly unless it is vaporised by the time it reaches the cylinder, because fuel that reaches the cylinder in an unvaporised form smokes, produces soot, and does not burn clean. It wastes energy instead of producing it. The readiness with which gasoline must give up its power is shown by the fact that it reaches the cylinder from the carburetor in less than one-fiftieth of a second.

"Just as gasoline must be volatile so as to vaporise quickly, so also it must burn rapidly. For maximum power, it must burn in less than one one-hundredth of a second. It must not, however, burn instantaneously like dynamite, because then it will cause knock in your engine like the well known carbon knock. Neither must it ignite from any hot engine parts, valves, and so forth, until the spark comes. If it does, you'll have a case of preignition.

"In addition to being volatile, a gasoline must also be pure, because an impure gasoline will burn uncleanly, and may leave sticky substance on the cylinder walls, which will 'glue' road dust and carbon soot into the combustion space."

AIR LEAKAGE

The lack of gasoline may be due to the fact that the vacuum tank is not in working order. This, in turn, may be caused by air leakage in the pipe running from the manifold to the vacuum tank. Or, it may be that there is something wrong with the mechanism. In this case it is advisable to have the mechanism examined by a competent repair man. In passing it is worth noting that if raw gasoline is sucked through the pipe running to intake manifold from the vacuum tank that the trouble is probably caused by the air vent to the tank being clogged with dirt.

Autos Taxed Up To $422 In Japan

Automobile owners in Tokio, Japan, know what it is to pay taxes, for on passenger cars rating more than twenty horsepower they must pay a local tax of $422 a year. Between fifteen and twenty horsepower the tax is $299 and between ten and fifteen horsepower $189 a year.

In Osaka the tax on an automobile seating six persons or more is $160; three or more, $120, and two persons, $80. In Kobe, a car seating six or more is taxed $50; three or more, $40, and two persons, $25. In Yokohama, cars rating over thirty horsepower are taxed $80 a year and between fifteen and twenty horsepower, $45, with other rates proportional.

There is no national automobile tax in Japan, and a few prefectures of Japan have no local taxes. The contrast is most marked between Tokio and Yokohama, which are only forty-five minutes apart by train.

International Road Congress Meets In Spring

New York, Sept. 16.—Road-makers from around the world will meet in Seville, Spain, next May to exchange experiences and views for mutual benefit. The International Road Congress met first in Paris in 1908, and the last meeting was in 1914.

The meeting next spring will bring together delegates representing national and state governments and good roads associations in the United States, Belgium, Canada, Australia, New Zealand, China, Japan, France, Great Britain, Italy, Holland, Sweden, Denmark, Switzerland, Argentina, Czecho-Slovakia, Spain, Portugal, Norway, Germany, Jugo-Slavia, Poland, Austria, Cuba, Chili, Brazil and other countries.

Tell Of Tire Troubles And How To Avoid Them

When a tire suddenly blows out, apparently for no reason at all, it is hard for the motorist to realise that the cause of the break was a bump against a curb that the tire sustained two or three weeks before, says the United States Tire Company. Because the tire showed no external evidences of damage at the time the bump occurred the owner is likely to blame the tire when the internal damage done by the blow finally makes itself felt.

A rubber tire will stand a great deal; it will deliver thousands of miles of service over rough roads, and wear amazingly well under conditions that are unfavorable. But one thing that is likely to cause serious damage is a sudden, heavy blow. The injuries done by such a blow are to the fabric that forms the carcass. The blow breaks some of the threads, and this breaking gradually spreads until the tire breaks down.

The amount of air which should be kept at all times in automobile tires has been carefully worked out on scientific lines, and these pressures should be adhered to religiously in order to obtain the highest mileage.

If the air pressure in a tire is too low damage to the tire is sure to result. Other causes of premature failures of tires are: Improperly fitting rims, which cause rim cutting, thus exposing the fabric to moisture and chafing; misalignment of wheels, which causes excessive tread abrasion; running over curbs, deep ruts, stones, nails and glass, which causes breaks and cuts in the tread and carcass; sudden use of the brakes, which causes tread abrasion and separation; turning corners at high speed, which causes excessive strain on the fabric and later a rupture; overheating, which causes separation; and sun exposure, which causes checking and cracking of the rubber surface.

A high grade tire on a racing car will sometimes stand up as far as 500 miles about one-twentieth of the life of a tire operated under ordinary conditions. This difference in tire service is due directly to a difference in the heat developed.

Heat exerts a deteriorating effect on rubber in proportion to the intensity and length of time the rubber is exposed to it. Running at high speed quickly raises the temperature of a tire. This heat results from the internal friction set up in the tire carcass. Tires are designed to resist the effects of heat produced by ordinary every day car operation, but they cannot long remain intact when highly heated by continuous speeding.

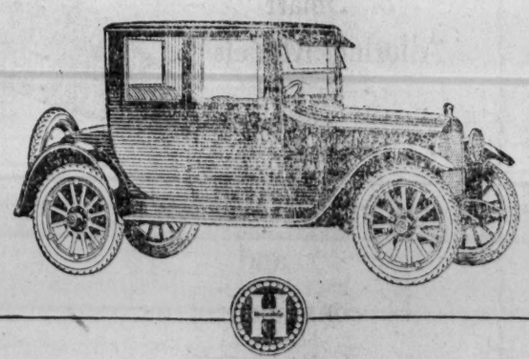
The Hunt Motor Car Company, N. Y. distributors for the Rickenbacker car, tells its customers how to make a perfect stop at a curb, as follows: Put the car in an approved position, so that the front and rear wheels are a few inches from the sidewalk. From the driver's seat in a normal position note where an imaginary line of vision from the eye through the windshield to the curbstone would be tangent with the right front fender or other prominent feature of the car. By remembering this angle and endeavoring to gauge it accurately, the driver should have no difficulty in making good 'landings' which will not damage the car.

Schwab Buys Stutz Motor Car Control

Control of Stutz Motor Car Company, has been taken over by Charles M. Schwab and associates by transfer of the block of 133,914 shares of stock bid in at public auction by Guaranty Trust Company. It is understood that the transfer was made at "about the same" price paid by the bankers. E. V. R. Thayer and Willard Mitchell were immediately appointed to the Stutz board.

Hupmobile

The opinion of a manufacturer may be biased, through enthusiasm—and so may the opinion of a single owner; but the composite opinion of all owners is a sure guide to the truth. Ask every Hupmobile owner you meet what he thinks about his motor car.



R-10

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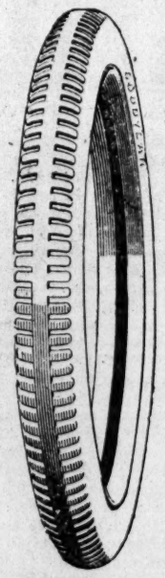
Operating THE STAR GARAGE and THE EASTERN GARAGE
SHANGHAI
and YIH CHONG GARAGE, ... PEKING
Main Office and Showroom: 125 Bubbling Well Road, Shanghai.



An Exceptional Product

The 30x3½ Goodyear Cross-Rib Fabric Tire shown here is a conspicuous example of Goodyear value.

It is built in a factory devoted exclusively to manufacturing Goodyear Tires for small cars.

The Goodyear Cross-Rib is a Single-Cure Tire, yet it has in it the same high grade materials that go into the larger All-Weather Tread Goodyears.

Recent improvements include the addition of more rubber between the plies. This renders it less liable to injury from stone bruises—one of the commonest injuries to tires.

In the past five years more than 5,000,000 of these Goodyear Cross-Rib Tires have been sold.

They have everywhere given remarkable service.

Ask your dealer to explain their advantages. Their present extremely low prices are.

30X3½ Clincher Cross Rib Fabric Casing—Taels 20.25
Less 10% Cash Discount

GOODYEAR

HUDFORD MOTORS,
602/3 THIBET ROAD,
25 RUE CONTY

H. S. HONIGSBERG AND CO., INC.
40 BUBBLING WELL ROAD

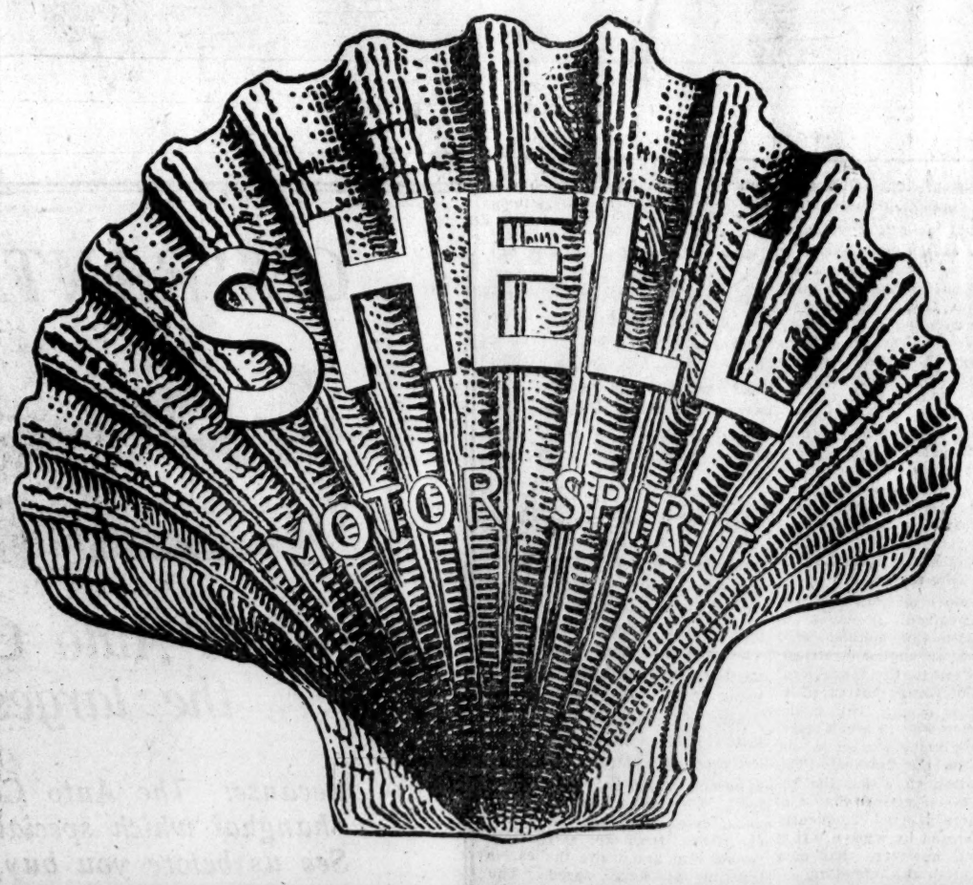
STOP!

HAVE YOU SEEN THIS BOOKLET?

"QUALITY PAYS"

Every motor-car owner and user of motor spirit should have a copy: if you have not received one, ask your garage for it.

In addition to giving information and vital facts about motor spirit, it tells you why



gives the best results at all times and why

"Shell" Quality Pays.

Insist on getting "Shell" from your garage

This Advertisement is issued by The Asiatic Petroleum Co. (North China) Lt d.

How Did It Happen?

Neglect And Lack Of Knowledge Of The Car Cause Most Of The Major Troubles

BY H. A. TARANTOUS
(In "The Motor")

"How did it happen?" asks the irate owner. 'I've driven this car less than thirty days and there's no gasoline in the tank, no oil in the motor and no water in the radiator. What kind of a car is this, anyway?'

You doubt this, reader? You wreathe your face in incredulous smiles?

Well, it hasn't appeared to our knowledge, but just listen to what did happen. A comparatively new owner telephoned the service station that he would have to be towed in. His car had exploded and he didn't dare try to start under its own power. He was sorry that he had bought the car but he wouldn't ask for a refund until the service wagon had come out and swept him off the road. Mystified by the tale of a car exploding in this day and generation of motordom, the service manager went along with the emergency wagon. Arrived at the scene of the catastrophe he heard from the owner's lips the harrowing details.

The owner had drawn up at the side of the road to admire the view. He had shut off the motor and, then switched on to move to a slightly more advantageous position. Instantly there had been a noise like a German 77 exploding in a Belgian chancel, and his wife had fainted from the shock. He himself had retained enough presence of mind to switch off once more, but his nerves were frazzled and he wouldn't touch the car again with a fireman's ladder.

The service man heard the testimony and cross-examined the complainant.

"When you started the motor after switching off did you use the electric cranker?"

"No, but what difference does that make? The engine hadn't quite stopped and I just threw the switch into contact. The whole car exploded and—"

"So you said. Now, when you switched off did you happen to step on the accelerator?"

"Yes, but what's wrong with that? I always do that, and this is the first time that the car has exploded. Why, it sounded like—"

"I'm sure it must have," interrupted the manager. 'Now if you will lie down on the grass here and look under your car'—and he suited his own action to the word—'I'll show you what happened.'

The muffler was hopelessly and tectotally damaged. The act of shutting off the motor and opening the throttle had filled it as well as the cylinders with an explosive mixture. The sudden switching on had introduced a burning charge to the muffler and the result was what you and I might have expected.

As the owner told the service man, it was the manufacturer's fault for not providing a muffler that would withstand the bursting pressure of a bushel of TNT. Ten times out of ten it is the manufacturer's fault (in the owner's estimation) when something goes wrong with a car during the first five months of its use. Analysis of troubles compiled by dealers show, however, that nine times out of ten the owner is at fault and that the tenth percentage of failures may be properly laid at the door of the manufacturer.

In what we commonly speak of as the last analysis (meaning the one that hasn't yet been figured) the dealer is responsible for a large number of returns that occur during the first 130 days of a car's life. He sells a car to a novice and gives him a few lessons in driving. In a day or so the dealer graduates his pupil cum laude, and as a diploma hands him an instruction book which he says must be followed implicitly. He mentions particularly the points that require lubrication. So far he has performed his duty to himself and to the purchaser. But he forgets that a mechanism which is as familiar to him as a pocket-knife may seem an absolute mystery to the new owner. In common justice to every car, every manufacturer and every owner, the dealer should go over the car in detail, point out to the purchaser each part that requires oiling, and explain the function of every moving part. He should show how to make the simple adjustments and explain the necessity for making them. It is foolish to confuse the new owner with a multiplicity of names that mean nothing to him, expecting him to locate hidden parts without guidance. What does an affluent barber know about a torque tube; how much can a magazine illustrator grasp of the construction of a differential when he examines a sectional drawing for the first time in his life? The owner should be shown.

Some dealers have already seen the wisdom of educating the owner, and have made it their policy not to let him take his car away until he can operate and care for it with a full knowledge of what he is doing and why he does it. Some make it imperative that the car be returned to the service station monthly for inspection, stipulating that the guarantee will be void unless the terms are complied with. In years to come the education of owners will have progressed to such a degree that the returns necessitated by neglect will amount to practically nothing. At the present time, as intimated above, they comprise 90 percent of all the failures which occur during a car's infancy.

The size of this percentage is the more surprising when one examines the following list of major causes of trouble:

1. Poor design and inherent fault of the car.
2. Defective materials.
3. Poor workmanship.
4. Poor materials.
5. Bad driving.
6. Lack of care and understanding.

Superficially it would appear that more than half of the troubles may be traced to faults of the manufacturer, but reports indicate that Nos. 5 and 6 occasion nine times as many returns as Nos. 1 to 4 inclusive. Automobile manufacturers are not infallible, as their service records show, and in some cases returns to service for a given period have run as high as 40 percent of the cars produced. In one case a factory had to call back all differentials produced in the preceding thirty days because it was found that the gears were too hard. In other instance electrical troubles were running up to 50 percent where they should have been less than 2 percent. Investigation showed that the factory in order to make its shipments on time had been obliged to equip its cars with cheaper storage batteries than were normally used. These batteries went to pieces in a short time, and the factory was compelled to replace them with the usual grade.

In very few cases is the modern car so inherently faulty as to require a large amount of service attention soon after the car is in the hands of the owner. Some makes do give trouble, however, because of the employment of a wrong design or—more frequently—because the material is too cheap. Compensation for a poor design may sometimes be made by the use of very good materials, but this mitigating combination is not always found. It is the desire of every factory manager to see that the raw stock is of a certain standard of quality, but occasionally an inspector or tester of stock will make an error that is not discovered until the parts are in use.

Poor workmanship may cause a general run of trouble, as in the case of a helper in the transmission department of a certain factory who failed to fill the transmissions with lubricant to the proper level. Hundreds of transmission complaints came in as a result of this stupidity. Of course, the owners should not have been made to suffer for it, as it was the duty of the dealers to go over the cars before they were turned over to the buyers. In another factory a day's run of pistons did not fit the cylinders properly, with the result that the cars turned out to be "oil pumpers." More often, however, the owner himself brings about oil pumping by permitting the cylinders to be scored for a short period with low oil.

Dealing more specially with the troubles caused by the owners—since they constitute "horrible examples" which may warn others to avoid like offenses—it is found that where serious faults crop up, the indirect cause is almost invariably lack of proper lubrication. This may arise from neglect through forgetfulness or through an imperfect understanding of the lubricating system of the car. Some owners think that an engine will act just as well with a low oil supply as with the correct supply. Because they think so we have hundreds of thousands of examples of scored cylinders, excessively worn bearings, broken piston rings and worn pistons. These are expensive to repair or replace.

In one instance a novice permitted his engine to run practically dry. The connecting rod bearings burned and caused the breakage of the connecting rods. These pushed through the crankcase. Now the repair cost on such a job comes very high even on a low-priced car. In this particular instance the crankcase and cylinders were in unit, and the case was so badly damaged that it could not be welded satisfactory. Result: a new cylinder block, new connecting rods and bearings, and the expenditure of a lot of time on the crankshaft to round the pins and journals.

A certain engine started knocking and the owner found that he had burned the bearings. How did it happen? In this way: The oil pump failed to operate and the owner continued running the car with the oil gauge stationary at zero. Of course he blamed the pump, but he convicted himself by admitting that he didn't know how to prime a pump and that he was blissfully ignorant of the purpose of an oil gauge. He knows now, but the experience cost him nearly $100.

Should be so well understood by every owner that failures of this kind absolutely could not happen. But a rather common trouble is caused by neglect of the electrical units. Armature bearings must be kept well oiled all the time. Otherwise the bearings will wear rapidly, permitting the armature to drop out of position so that it strikes the pole pieces in revolving. In one instance, the bearings were not oiled in months, and the owner indignantly demanded to know "how it happened" that such a big service charge was necessary on a car less than a year old. Age of the car has little to do with the cost of such repairs. An owner can ruin a car in thirty days if he does not know how to drive it or care for it.

Even simple matters are not always understood. If one is unfamiliar with the method used in cranking an engine electrically he may make the mistake of pressing the starter button while the engine is firing. This is the most effective way to break starting motor pinions and chew off the teeth on the flywheel. The service station to which the repair was taken claims that this accident occurs most frequently to cars operated by women. It is my opinion, however, that men are more often the offenders.

Unfortunately there are many engine parts which give little warning of impending destruction. They may squeak or rattle a bit, but the owner lets these go, possibly saying the hood is loose. There are numerous engine parts and accessories which require lubrication and adjustment at fixed intervals. The fan bearing should not be allowed to run dry any more than any other part. It may not be heard in the same loud tones, but it nevertheless costs money to replace it, together with the dozen and one smaller things neglected. By forgetting or neglecting to tighten the engine supports, the owner is likely to cause an arm to break. When he is told the truth he wonders how it happened that he didn't think of doing such an important thing.

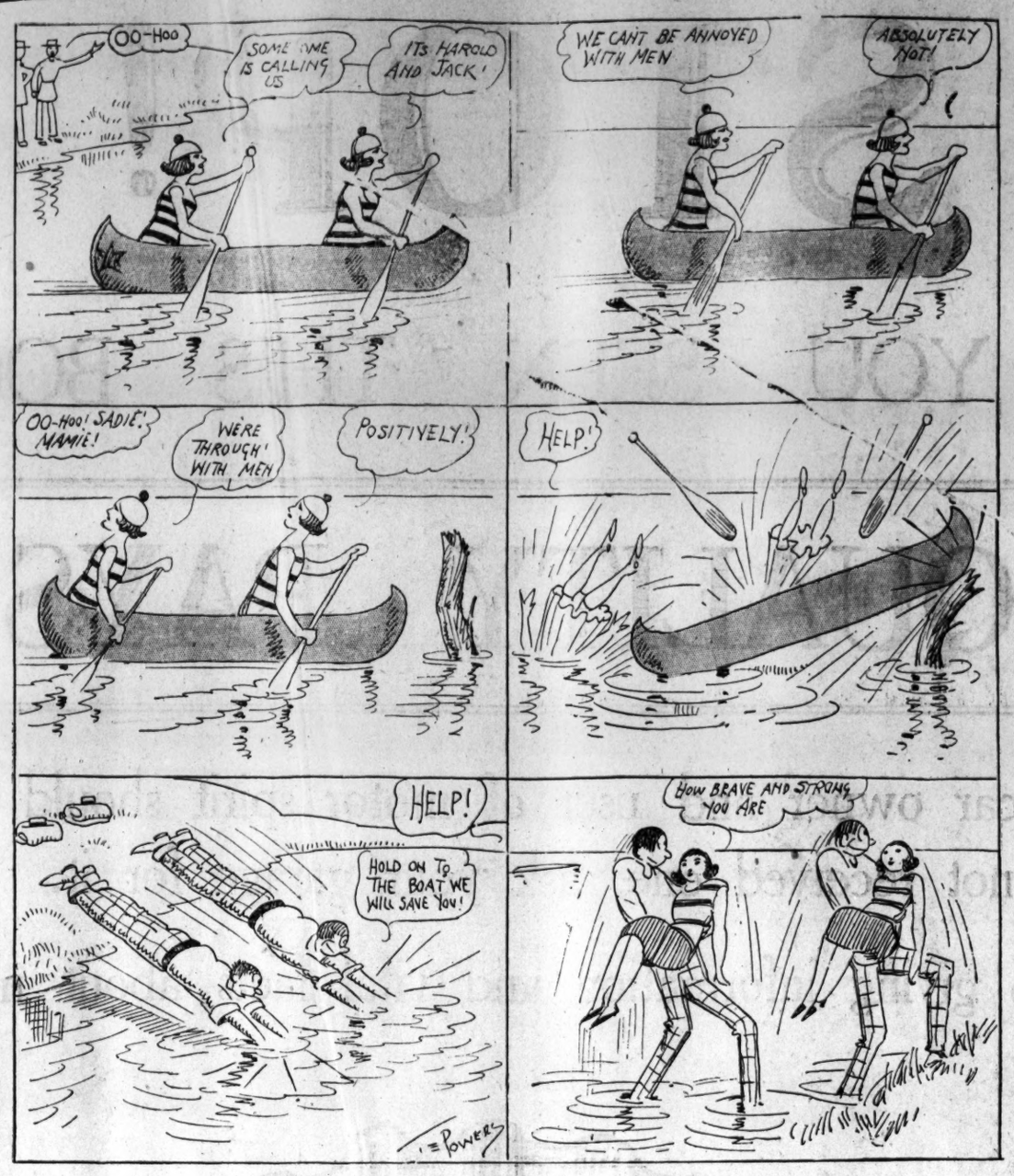
Clutches usually get attention when they give trouble and not before. Fortunately for the present-day owners clutch design is such that little attention is needed, but even this little care is often overlooked or forgotten. The clutch is abused by slipping in traffic; it is engaged harshly even by some drivers who have had cars for years. Oiling? Adjustment? These are not attended to unless absolutely necessary, that is, when the clutch starts knocking, or it does not hold or it grabs. Mind you, the attention is given not when these conditions first exist, but after they have existed for a week, perhaps two or more. The owner hasn't the time, and he doesn't feel like giving up the car for a few hours. Under the circumstances how can any owner expect good service from a clutch? Universal joints require packing with grease a few times a year, but I know owners who never bother with universals and then wonder why wear takes place, why the joint knocks, why there is excessive play causing bucking at low speeds.

It is remarkable how the transmission of the modern car stands up under the punishment given it by some drivers. Gear shifting is not an art; correct shifting can easily be learned, yet you can see any number of owners who shift as though the transmission were indestructible. I know of an owner had his car nearly two years and could not shift from high into second without clashing. Shifting from first to second caused battering of the teeth. This owner, one of thousands, even after his two years' experience, tries to shift from second into first while the car is traveling at some speed. The gears are bound to clash. Each time the gear teeth strike, the blow tends to flatten the teeth slightly. It doesn't take very many severe blows to produce a very noisy transmission.

Driving of the amateur sort does a great deal of damage to all parts of the car. Brakes when applied harshly put a terrific strain on axle parts. Starting the car with a jerk puts tons of pressure on parts that normally withstand one-tenth the strain. In one make of car using a semi-floating axle it is necessary that the nuts on the ends of the axle shafts be drawn tight. If the nuts are loose, the wheel backs off a little and the play allows excessive load to be borne by the keys holding the wheel. The keys break and cut the keyway. Of course, it was the owner's duty to know whether the nuts were tight, but if the owner did not know anything at all about an axle, if he trusted a garageman who did not know much more than he, how could anything else but broken parts be expected.

One can go over the whole chassis in the same way and point out where neglect and carelessness do untold damage. It ought to be the duty of the dealer to so instruct the owner that the latter would know his car thoroughly. Such instruction cannot be given in a day. It ought to be the duty of the owner to study his car or at least to know where and when to take it to competent hands for care.

THE FINALE HOPPERS ❁ ❁ By T. E. Powers



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THE UNIVERSAL CAR
And remember—the lowest first cost, the lowest upkeep and the highest resale value of any motor car ever built.

Tls. 1500

Unequaled in Value

Equipped with Electric Starting and Lighting System, demountable rims, extra rim and non-skid tires all around—the Ford Sedan at Tls. 1,500 is the greatest motor car value ever produced—an enclosed car of comfort, convenience and beauty. Reasonably prompt delivery. Terms if desired.

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Because: The Auto Castle is the only important firm in Shanghai which specializes in good used cars. See us before you buy elsewhere.

Some of the cars we have in stock

TOURING CARS			ROADSTERS		
Hupmobile	5 Pass. Touring	(model 1921)	Studebaker	„	(special six)
Studebaker	5 „	(new special six)	Studebaker	„	(just as new)
Studebaker	5 „	(latest model)	Buick 6	„	(model 1920)
Buick 6	5 „	(model 1921)	Dodge	„	(run 3,800 m.)
Dodge	5 „	(model 1921)	Dodge	„	(model 1921)
Overland 90	5 „	(A. I. condition)	Stutz	„	(model 1920)
Grant 6	5 „	(slightly used)	Hupmobile	„	(model 1920)
Chandler	7 „	(run 4,200 m.)	(LIMOUSINES & COUPE)		
Liberty	5 „	(latest model)	Buick 6	Limousine	(model 1920)
De Dien 8	5 „	(new car)	Dodge	„	(model 1921)
Crossley	5 „	(practically new)	Overland 90	„	(fine cond.)
Cubbitt	5 „	(as good as new)	Liberty	„	(new model)
Citroen	5 „	(model 1921)	Hupmobile	„	(model 1620)
Vruxhall	5 „	(model 1920)	Packard	„	slighty used)
			Citroen	Coupe	(model 1920

THE AUTO CASTLE

HEIMENDINGER BROS., 226-228 Avenue Joffre (Opposite French Fire Station)
'PHONES MANAGER C. 401 GEN. OFFICE C. 402

Henry Ford Has Plan For Developing Mexico

Would Establish His Factories Throughout Country And Provide Employment

Detroit, July 25.—Development of Mexico industrially and agriculturally to a point where it will take its place as one of the leading powers of the world is the plan of Henry Ford.

This has been learned from sources close to the manufacturer. Mr. Ford, it was learned, proposes to end forever the internal strife in the southern republic by "putting the people to work," as he expresses it, by making it possible for the peons to obtain educations, and by devious ways elevating the masses in the country to the highest possible standard.

The motor manufacturer wants to keep the hands and minds of the Mexican common people occupied so "they will have no time for fighting." This, it became known, is the substance of Mr. Ford's theory, one that he hopes to carry out in the near future by erection of a number of factories throughout the more important states. In short, it was said, he hopes to reveal to the people of Mexico how they can help themselves.

The first step in this program may be taken soon with establishment of a Ford Motor assembling plant in the state of Coahuila, probably in Saltillo. Business interests of that city and the governor of the state are known here to be eager to bring about the industrial development. Mr. Ford, it is known, would enter upon his development program immediately upon erection of the necessary factory buildings. Similar enterprises would be established by Mr. Ford in other parts of the country if the plan is carried out, it was intimated.

Mr. Ford is said to believe that if the Mexicans once are taught the value of industry, better methods of agriculture and their possibilities individually and as a nation, the advance of the country will prove to be one of the most notable in history.

The manufacturer is known to have an abiding faith in the people of the country. He announced his idea several years ago, at a time when many persons in the United States were advising that the United States send troops to "clean up Mexico."

At that time Mr. Ford said:

"Let me invade Mexico with factories and give the people something to do. Then there will be no more war there."

As the initial step toward carrying out his plan Mr. Ford for the last few years has been training Mexicans in his automobile factories here. Several hundred representative workmen from the southern republic have become skilled workmen in the local plants. Now they are ready to return to their own country and become native foremen when the wheels in the Mexican Ford shops begin to turn. These men, it was explained, have learned American methods, adopted American standards of living, and have seen the vision of the new Mexico. They will pass this enthusiasm on to their countrymen, the manufacturer believes, and from this seed will sprout the end of the Mexican peonage system.

Mr. Ford, it became known, proposes to take into the southern republic all the ideas that he has worked out in this country. He would open schools where farmers would be taught the use of improved agricultural implement. He would make it possible for his workmen to become educated by attending school outside of working hours and see to it that the children of the poorer class had educational advantages necessary for the welfare of the country.

It was learned that Mr. Ford believes the working people of Mexico have been exploited. He proposes to throw the present system into reverse and turn toward development.

Ford Neither Knows Nor Cares What He's Worth

Estimates That Capital Lying In Bank "Should Be Somewhere Around $170,000,000"

Detroit, Mich., August 5.—Henry Ford believes he has the greatest personally-controlled organization in the world, and that, barring several corporations, such as United Steel and General Motors, his only rival is Hugo Stinnes, the German industrial magnate. But he will not admit that the Steel and General Motors are wealthier than the Ford Motor Company and its holdings.

When Mr. Ford recently was asked how much capital the company had in the various banks of the country he replied:

"Well, I can't just say offhand, but within $15,000,000 or so it should be somewhere around $170,000,000."

He tells his friends that the Ford Motor Company is worth something like $700,000,000 as it stands today, and that outside of that he personally owns iron mines, timber lands, coal mines, railroads, boats, glass and tire factories, many parts industries and imitation leather factories, his latest venture, in the Lincoln Motor Company, as well as the Dearborn Independent and his vast real estate holdings throughout the country.

He does not know what he is worth, and he does not care. His one absorbing interest is his huge organization, and he takes great pride in the personal control which he maintains. Day and night he figures on schemes to enlarge this huge organization—not with the idea of getting any credit for himself but simply for the "game."

His friends say he is easily swayed by others to whom he is attracted.

Since the close of the war Ford, it is said, has been greatly interested in Hugo Stinnes and admires him more than any other man in the public eye. Both he and Stinnes were born in fairly prosperous circumstances, and both had a vision. Each seized the idea and rose to astonishing heights in a remarkably short time. Today both men are interested in nearly the same things—newspapers, banks, mines, railroads, automobiles, and the personal organization they have built up.

Ford's friends say that his one absorbing concern today is to further his control, but that he feels that if the people want him as their accredited leader in the White House he can do much good, and also that he can increase his prestige immeasurably as President, and will then be in direct control of the greatest organization in the world—110,000,000 people—as far as it is possible for any man to control them.

To Detroiters, who have watched Ford's progress during the last five years, it has been apparent that he wants to be known as the man who personally does things for his organization and does not leave the work to executives. They cite the welfare and Americanization work he has done among his employes, his endowment of the $3,000,000 Henry Ford Hospital here, his dealings with his labor, and his determination to aid the criminal who has been released from jail.

Californians Buy 66,246 Autos First Six Months

San Francisco, Aug. 1.—That prosperity is rampant in California automotive circles is very quickly learned from a survey of the July issue, Motor Registration News, published in Oakland, which sets forth in an illuminative set of tables statistics showing that there were 41 percent more motor cars sold in this State during the first six months of 1922 than were disposed of in the same period of 1921.

Since January 1 California citizens have bought 66,246 new automobiles while from January 1, 1921, to July 1, 1921, they bought 46,725 motor cars, a figure in itself of some magnitude.

The forty-seven northern counties of the State have progressed in business even faster than they did in the initial quarter of the year. The Motor News statistics show that the north gained 21 percent in the first three months and boosted this advance for the six months to 30 percent. The southern part of the State finished the half year with a gain of 51 percent over a similar period in 1921.

Southern California continues to buy more cars than the north. The figures are 36,486 new automobiles in the eleven southern counties and 29,760 in the forty-seven northern divisional sections.

Eight thousand one hundred and seventy-four trucks were bought from January 1 to July 1 and this branch of the industry fared as well, judged from a percentage standpoint, as did the passenger car trade, a fact which is exemplified in a comparison of June, 1921, and June, 1922, which brings to light the information that in June of last year 1,010 trucks were purchased here contrasted to the sale of 1,828 last month. The gain is approximately 80 percent.

June maintained the speedy pace of preceding months by setting a sales mark that was the biggest the industry has ever experienced in this State. Passenger car and truck registrations totaled 16,008 against a corrected sales in May of 15,932.

Veteran Nazarro Victor In French Grand Prix

Felix Nazzaro, the veteran race driver, secured a brilliant victory in the French Grand Prix at Strasbourg by driving his 2-litre Fiat a distance of 499 miles in 6 hours 17 min. 17 sec., or at an average of 79.2 miles an hour. The race united eighteen starters, the firms being Fiat, Sunbeam, Aston-Martin, Ballot, Rolland-Pilain and Bugatti.

The three Fiat cars dominated the race from beginning to end, for with the exception of one lap when Friendrich's Bugatti got a temporary lead, a Fiat car was always first and for a long period the Fiats were first, second and third.

The end of the race was marked by a very sad accident which cost the life of Biagio Nazzaro, a nephew of the winner. When running at high speed and holding third place with only 50 more miles to go, the car went off the road and overturned, the driver receiving such injuries that he died shortly afterwards; the mechanic was only slightly injured.

Fastest laps weer made by Pietro Bordino, on No. 11 Fiat. This driver held first place for forty-two laps and was never lower than second. With only a lap and a half to go—about 112 miles—and with a very considerable lead in hand, Bordino had to leave his Fiat by the road side owing to a broken wheel.

Second place in the race was secured by Viscaya on an eight cylinder Bugatti in 7 hours 15 min. 9 sec., or almost one hour slower than the winner. The third man was Marco, also on a Bugatti. Another Bugatti was running when the race was called off.

The very fast pace seems to be responsible for the fact that only three cars out of eighteen starters went the entire distance. Complete teams to be eliminated were Sunbeam, Ballot, Aston-Martin and Rolland-Pilain, comprising among the drivers such men as Chassagne, Guinness, Segrave, Goux, Count Masetti, Foresti, Guyot, Wagner and Memery.

For the first time in the history of European road racing all the cars were sent away together over the 8¼ mile triangular course. This arrangement was entirely satisfactory and added enormously to the interest of the race and the ease with which it could be followed by the public. While mechanical troubles were high, tires generally gave excellent service, there not being a single case of a burst on the road. The race was the first one to be held for cars of only 2-litre piston displacement. The winning Fiat had a six-cylinder overhead valve engine of 65 by 110 mm. bore and stroke which although nominally rated 12 h.p. actually developed close on .90 h.p. Nazzaro went through the race without a stop except for a precautionary change of tires and a supply of petrol.

Senate Asks Aid Of Dealers In Probe Of Gasoline Prices

St. Louis, August 5.—Further assistance has been asked from the National Automobile Dealers' Association by the United States Senate Committee investigating the gasoline price situation, in a letter from Gilbert A. Roe, attorney for the Senate Committee on Manufactures, to C. A. Vane, general manager of the association. Recently the dealer association laid before the committe data showing average prices for twelve months in twenty-eight cities selected at random throughout the country and in which a wide discrepancy existed as to retail gasoline prices.

Mr. Roe has now asked the dealer association to provide him with similar information for the same cities for the year 1920 and the first half of 1921, which, with the information already supplied by the N. A. D. A., will give a check on prices for virtually the last three years.

Since charges were made by the N. A. D. A. to the Senate committee and to the Federal Trade Committee over gasoline prices there has been a general reduction in gasoline prices of about 2 cents a gallon for practically the whole country. Considering this as a country-wide influence this means that a saving has been effected for motorists amounting to substantially $75,000,000.

Mr. Vane has offered the entire facilities of the dealer organisation to the Senate committee investigating the price situation and has advised Counsel Roe that when hearings are begun the N. D. A. will have witnesses present who will offer additional evidence regarding the cost of motor fuel.

Production Is Behind Orders

All production records of the Jordan Company were again broken in June, the output exceeding that of May.

"The Jordan Company is carrying over into July 900 orders which they were unable to deliver in June, and with a schedule of 1,000 cars for July this means that there are enough orders on hand to keep the factory going at top speed until September 1," says a statement issued by the company.

"Earnings in June will approximate twice the preferred dividend requirements for the year.

"The outlook for the industry as a whole for the last half of the year is very promising, according to Edward S. Jordan.

"If any business man will take a piece of paper and pencil and draw a rectangle, dividing this rectangle into twelve sections representing the twelve months of 1922, I think he may fairly well establish two curves, one relating to the progress of general business and the other to the progress of the automobile industry.

"The curve of general business will very likely show a gradual rising tendency from January 1 1922, to January 1, 1923.

"The curve of the automobile industry will show a gradual rise to the first of March, and then a very rapid rise until about July 15. Then the automobile curve will have a tendency to coincide with the rising curve of general business.

"The bulge in the automobile industry in the first six months of the year is due to a demand for new cars for replacement of cars already badly worn, with a corresponding demand on the part of the public for second-hand cars."

LIVESTOCK HAULAGE

All former records of receipts of livestock by trucks for one day were broken recently at the Omaha, Neb., stockyards. The final count showed that 229 cattle, 46 calves, 2,267 hogs and 710 sheep were brought into the yards in trucks.

To get 100% Satisfaction you must have a Motor Cycle which is 100% Efficient.

Such is the latest All-Chain Drive 4-h.p. TRIUMPH. It possesses all those inherent qualities which have made the TRUSTY TRIUMPH famous the world over for its reliability. It embodies a Patent 3-Speed Gear and easy acting Shock Absorber, which is a revelation in power transmission, and provides a solid drive with all the flexibility of a belt.

Motor or Cycle Catalogue Free.

Works: COVENTRY, England.

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Hongkong

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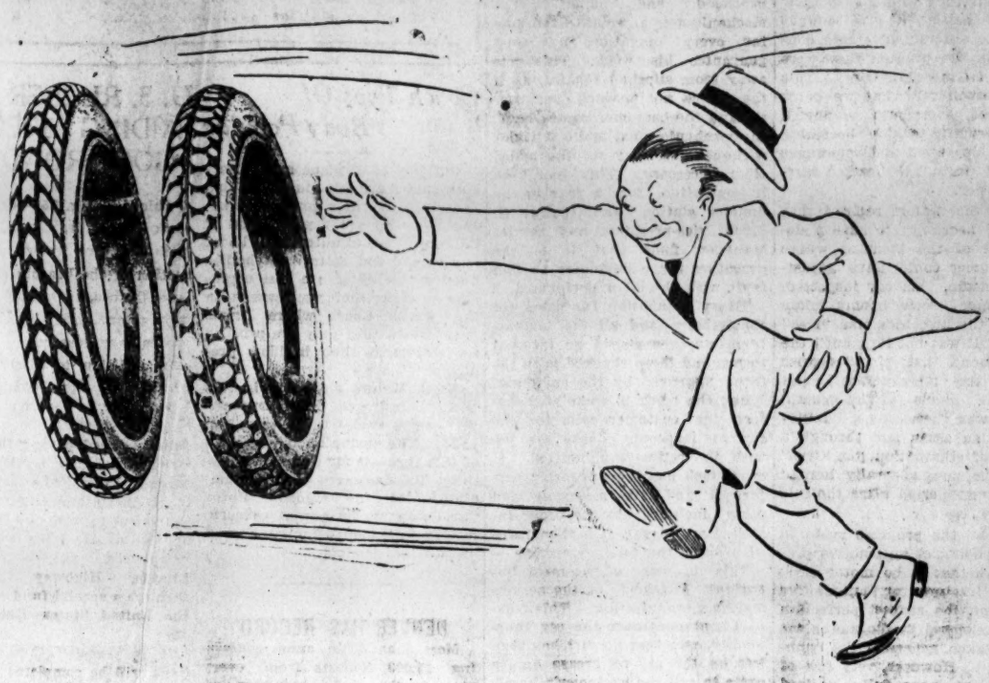
——THEY'RE WORTH IT"



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RUBBER COMPANY (CHINA), LTD.

Founders throughout the World of the Pneumatic Tyre Industry

23 Avenue Edward VII

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AUSTIN

An entirely new touring model of this popular British Car is now available.

Central Garage

'PHONE 6003.

The Service Customer

Process Of Education That Has Convinced The Progressive Dealer That His Responsibility Does Not End With The Sale

BY W. D. EDENBURN
(In "The Motor")

In the beginning of automotive merchandising in America, the responsibility of the seller of the car to the owner, after the transaction was completed, was regarded very lightly. It took a decade to impress upon the men who were engaged in merchandising motor cars that it was to their interest, if they would keep their business healthy, to give thought to repeat orders and create confidence in the product they were engaged in merchandising. This is the reason for what we know as service, sometimes conducted in a systematic fashion, becoming a valuable asset and sometimes rendered in a half-hearted careless manner.

When the dealers realised that it was necessary to have a department of the business where the customer could have adjustments made, his car inspected, and minor replacements taken care of, the first idea was "free" service. It was not long until the dealer found that "free" service on all the merchandise he put into the hands of the general public was becoming a liability and not an asset, and through a process of elimination, the "free" service is now generally limited to a certain period after the sale of a new car.

With all the progress made in merchandising of automotive products, whether it be motor cars, trucks, tractors or automotive equipment, the nearest perfection is that rendered to the motor car owner, taken generally the country over. However, very few of the dealers have fully realised the importance of the atmosphere of the service station or the manner in which the service is rendered.

P. E. Chamberland, one of the authorities on service and who has been telling his theories to the dealers nationally for some years, always tries to impress the trade with the idea that even the lad who uses the grease gun is an important cog, and that the owner who comes for service is a business asset. He was one of the first distributors to realise the importance of the proper atmosphere.

How does the average service station greet the service customer? In many instances he or she is just as welcome as the proverbial stepchild. Greeting the customer is just as important in the service station as it is in the salesroom. When the owner comes in for service, he is entitled to just as much deference as if he were purchasing $2,500 worth of motor car, instead of $2.50 worth of adjustments.

Taking for illustration the Simons Sales Co., one of Detroit's largest retail automobile establishments. This concern operates a four-story building for giving service to its owners of Overland and Willys-Knight cars.

When the owner arrives at the building, the door is slid back by an attendant and a "floor-walker" opens the car door and inquires as to the mission. If the owner wants minor adjustments made and knows the seat of his trouble, he is turned over to an expert and waits for his car. He is charged a flat rate for any adjustment, given a ticket showing the charge made, or, if the car is still entitled to free service, a ticket indicating that fact, drives to the other side of the building, pays a courteous attendant, and is ready to leave the building. Before he leaves, the floor manager greets him and inquires if the service is satisfactory, meanwhile making a quick inspection of the car to see if the service man has left any dirt or grease in performing his task.

When the service needed calls for more than a minor adjustment, the customer is informed whether it will take more than a few moments to inspect the car and advise as to the cost of making repairs or adjustments. If the trouble is easily diagnosed, he is informed what the rate will be, all charges being made on a flat rate basis. If it is necessary to make a minute inspection, he is informed that this will be made, and the cost of the repairs or adjustments submitted. In making this report to the owner, everything is quoted clearly and on a flat rate basis so that he may know just what every charge made in the estimate covers.

If the estimate submitted meets with the customer's approval, work on the "job" is started, and the customer informed as to the time it will take and when he can have the car.

In handling the flat rate charges the Simons Sales Co. operates on a piece-work basis. The charges allow for profit and overhead and labor. The mechanic gets a certain fixed sum for every operation, but must guarantee his work. This gets away from slipshod repairs, as if the job is not properly performed, and the customer comes back, the mechanic must make it right, without any pay for the added time necessary. This has been in operation for a year in the Simons station, and George H. Stroh, vice-president and service manager, finds that it is the exception for a customer to find fault with the labor performed.

Every requisition for parts for the repairs and all the instructions must be placed on internal forms, and these checked with the form approved by the customer. When the work is completed, before the customer calls for the car, an inspector checks the job with the estimate submitted. If every task has been properly performed and all materials and parts included in the order installed on the car, it is then turned over to the final inspection.

This is one of the most important divisions of the service station organisation. This department goes over the car thoroughly, sees that no dirt has been left on the car or grease on its units to soil the customer's hands or clothing. In many stations this is overlooked and the customer who sits on a greasy or dirty cushion or takes hold of a steering wheel that has not been cleaned after a tester drove the car with greasy and dirty hands, is not an asset to any business.

When the customer arrives to take "delivery" of his car, he goes through the same routine as did the customer for minor adjustments. After he pays his bill and is ready to drive out, he meets the floor manager, who looks the car over, inquires if the service is satisfactory and gains his good-will, inviting him to return.

Sending the customer away properly is just as important as getting his money for labor and materials necessary to make it a profitable transaction, for the reason that the customer enjoys having the firm consider him more in the light of a friend than a passing acquaintance and will return and spend more money if encouraged to consider the firm as ready to serve and interested in its product, giving efficient service, rather than to make a profit on the repairs and consider the transaction closed when work is completed.

The net result of this attention is that the customer feels the firm is interested in him. A temptation to return is set up and the way open for the repair department to make an honest profit at the same time that it is boosting the other dpeartments.

Rome Has Device To Curb Speeders

Confronted with the difficulty of controlling speeding automobiles within the city limits, Rome, Italy, is considering a device whch will prevent the car to which it is attached from traveling over ten miles an hour. The more the driver "steps on it" the slower the car will run.

This automatic speed regulator is the invention of Ernesto Fragano and Ettore Villa. An indicator is set at the number of miles an hour desired as the maximum speed. An application of centrifugal force interrupts the working of the motors if the driver attempts to go beyond the limit.

In Rome the narrow streets in the older quarters of the city, the numerous hills and the inequalities in the pavements of many streets make fast driving particularly dangerous. Drivers are prone to disregard existing speed regulations, so the city authorities are giving thought to making obligatory the use of this automatic speed regulator.

WATCH!!

For date announcing the opening of the

Universal Hire Service

"Serves you Right—Day & Night"

(Operated By Universal Motor Car and Body Works, Inc.)

U. S. Auto Statistics 1921

TOTAL OUTPUT	1,514,000
Open cars	1,179,000
Closed	335,000
Percent of closed cars in total output	22.1%
Wholesale value of cars produced	$1,093,918,000
Percent of output exported	2%
NUMBER OF PASSENGER CARS IN U. S.	9,321,150
Largest state user, California	645,522
State having biggest percent gain, Massachusetts	37%
Percent owned by farmers	30%
Size of Passenger Car Mfg. Business:	
Capital invested	$1,134,166,000
Number of factories	177
Value of repair parts business	$ 137,127,000
Retail Passenger Car Business	
Dealers	13,452
Garages	43,582
Repair shops	57,397
Charging stations	4,248

Coach Type Of Body Popular

Builders of airplane and motor-boat bodies are applying the name "coach" to their products because of the great popularity of the coach type of automobile body.

Airplane and motor-boat bodies bearing this name are just beginning to make their appearance on the Pacific Coast, where trials have shown that they are proving as feasible as their builders predicted.

Essex Motors pioneered in this type of body. It first introduced its coach model in November, 1921. The instantaneous success of this type—it far surpassed anything its designers had contemplated—led the Hudson Motor Car Company, its parent concern, to adopt it soon after as one of its standard models.

DENVER HAS RECORD

More than 5,500 autos containing 18,000 tourists from every state in the Union had been registered to August 1 in the Overland Park camp grounds in Denver, a 50 percent increase over 1921.

RECORD OF APPLICATIONS

A new record of 4,464 applications to drive motor vehicles was established in New York City during the last week of May. A new record for a single day was set with 1,044 license applications.

N. Y. TAXI BILL

It is estimated that more than a million dollars is New York's weekly taxicab bill.

U. S. RUBBER CO. AIDING SPECIAL GOOD ROAD FUND

Chicago, Aug. 15.—Construction work on the far famed stretch of model highway known as the ideal section of the Lincoln Highway in Lake County, Indiana, is now under way after nearly two years of preliminary research.

In addition to $33,000 per mile provided by the State of Indiana, Lake County authorities have assured $25,000 from the County funds toward paying for the construction of the section. Extra expense beyond the sum supplied by the State and County, which is equivalent to what the construction of the usual State specifications would cost, will be met by the Lincoln Highway Association through a special fund provided by the United States Rubber Company.

It is expected that the paving work will be completed by the end of October, many details including the lighting installation and the beautification of the right of way until next spring.

While it is not expected many States can undertake in the near future highway improvements embodying all of the principal elements of the ideal section design, it is felt by the Lincoln Highway Association and the officials of the United States Rubber Company that the design will be suggestive and will tend to bring to the attention of the American public the vital necessity of adequacy in present day specificatioons if the vast sums which are now going into highway construction are to properly serve the America of to-day and to-morrow.

Rickenbacker Firm Has Anniversary

Detroit, Mich., August 5.—Capt. Eddie Rickenbacker, America's ace of aces, saw the 2,500th car which he designed and built and which bears his name, produced this month in the Rickenbacker Motor Company's plant at Detroit, Mich. The third anniversary of the car was also observed.

The Rickenbacker was first introduced at the 1922 National Automobile Show in New Yor last January, although the car itself is three years old. The production figures for June show that there has been an increase of 1,874 percent over the figures for the first month of production and the statement was made at the Rickenbacker factory by President B. F. Everitt that the production will have to be tripled to fulfill the present demand for the cars.

Starting with Eddie Rickenbacker's employment in a Columbus, O., machine shop as a youth, more than twenty years ago, his subsequent experiences in experimenting with motor cars on the speed courses of America, his close contact with the motors of all nations during his thrilling experiences in Europe, as well as his lessons learned as an automobile distributor, dealer and salesman is a thumb nail sketch of the interesting history of the Rickenbacker car which the efficient automobile executive related in a convincing manner at the celebration of the production of the 2,500th Rickenbacker six, and the third birthday of the car.

The original car was driven more than 80,000 miles in every state except Florida, west of the Mississippi River in the hands of amateurs. Men and boys who had never before held a steering wheel were taught how to drive and as soon as they began to be proficient were taken off the experimental car and another placed in the driver's seat.

BIG LONDON FACTORY

A large motorcycle factory was recently opened at London, England, said to be the largest in the country. The plant will have a maximum annual capacity of 10,000 motorcycles. The working force will number 5,000 people.

SMOKY EXHAUST

Too much gasoline as well as too much oil in the cylinders, will cause smoke to issue from the exhaust pipe of an engine. Oil smoke is white or blue usually, while too heavy a fuel mixture will give forth black smoke.

Motor Car Price War Continues

The struggle for survival of the fittest in the American automotive industry is reaching an acute stage, with ruthless price reductions a matter of daily occurrence, according to the Financial Review of New York. Elimination of the "weaker sisters" must shortly assume graver proportions. Glib explanations that present price readjustments are the result of increased production economies are deprecated by those who follow the sharp decline in motor car sales. This condition may be expected to grow even more serious into next winter, regardless of the customary fall "boomlet."

Production of passenger cars and trucks for July is preliminarily estimated around 200,000, or about 75 percent of the June record of 288,000. As leading companies reported increased output, it is inferentially shown that the smaller makers shut down on their quota. Price quotations are generally at new low records, or close to the 1916 bottoms

The expected sweeping reduction in tire prices materialised, as expected, with practically all standard makes down to the level established by Goodrich. Competition is reported increasingly severe, reflecting the curtailed consumption of tires incidental to the unseasonable motor period.

Clogged Gas Line Cause Of Trouble

A gasoline tank may be full and yet gasoline will not flow to the carburetor. In this case it may be assumed that dirt has clogged the feed pipe. This defect may be remedied by removing the pipe and running a wire through it with a rag on it. Or if this is not possible, compressed air should be used to blow the dirt out, and if no compressed air is available blow into the pipe. A rag, and not cotton waste, should be used to swab out the pipe, as the lint from waste is likely to clog the jets in the carburetor later.

U. S. CARS IN NORWAY

There are 356 passenger cars, 194 motor trucks and 137 motorcycles in the city of Bergen and vicinity. Most of these motor vehicles are of American manufacture, although there are a few German cars, and an occasional one of French or Italian make, reports Consul Ifft to the Department of Commerce.

1921 Volume Of Motor Transportation Compared With U. S. Railroads

Passengers Carried		Tonnage Carried	
Motor cars	6,990,862,000	Motor trucks	1,420,000,000
Railroads	1,034,315,000	Railroads	1,642,251,000
Passenger Mileage		**Ton Mileage**	
Motor cars	70,820,000,000	Motor trucks	6,479,300,000
Railroads	37,329,114,000	Railroads	306,755,332,000

Railroad figures from Interstate Commerce Commission.

Motor car passengers carried figures estimated on basis of 9,321,150 passenger car registration, 2.5 average number passengers carried per car, average 300 days use of car per year; the average day's use allows for those sections where roads are impassable three or four months in the year.

Other motor car and motor truck figures from United States Bureau of Public Roads.

Electric railways carry the largest number of passengers annually with a total of 13,000,000,000 cash and 3,000,000,000 transfer passengers.

Overland Sales On Pacific Coast Running High

Seattle, Aug. 6.—That the saturation point in automobile buying is as far away as ever seems evident from sales figures this year, according to Harry C. Hays, manager of the Willys-Overland Pacific Company. Nearly 40 percent of all sales of the $550 light Overland car in May were made to new buyers, those who had owned no previous car. It is believed by Willys-Overland officials that this is an exceptionally high percentage of new business, perhaps not surpassed by any car this year.

"This report, which shows a total increase in Overland retail deliveries for May of nearly 40 percent above April, indicates that a very important factor in this increased market is the new buyer, says Mr. Hays. "The percentage of new buyers in May was almost 70 percent higher than in April. Of all other sales of the light Overland cars in May, 73 percent were to former Overland or Ford owners.

"Eighty percent of Willys-Knight sales replaced other cars in use. Of these nearly 50 percent previously were Overland or Willys-Knight owners. The other replacements included an interesting and surprising total of higher priced cars, ranging up to $3,000 and more. Willys-Overland officials attribute this to the economy and freedom from trouble of the Willys-Knight car, and to the fact that the trend in America is following that of Europe in seeking lighter weight and operating economy."

American Auto Price Reduced

August brought forth a general reduction in automobile prices in the United States. As a result of the recent cut, prices for the majority of the most popular makes of cars are lower than ever before.

In announcing their new prices, The Studebaker Corporation of America stated that their price reductions had been made possible by manufacturing savings which ad come as a result of their greatly increased business. They announced that they had sold 60,000 cars during the first six months of 1922 and that they had on hand unfilled orders for 15,000 cars on August 1st.

PROPER USE OF HAMMER

When working around the engine care should be exercised in the use of the machinist's hammer, which forms a part of the tool equipment of every automobile. The amateur repair man can do more damage in a moment with a hammer than a good man can repair in a week.

A NEW RECORD

A new record of 4,464 applications to drive motor vehicles was established in New York City during one week. A new record for a single day was set with 1,044 license applications.

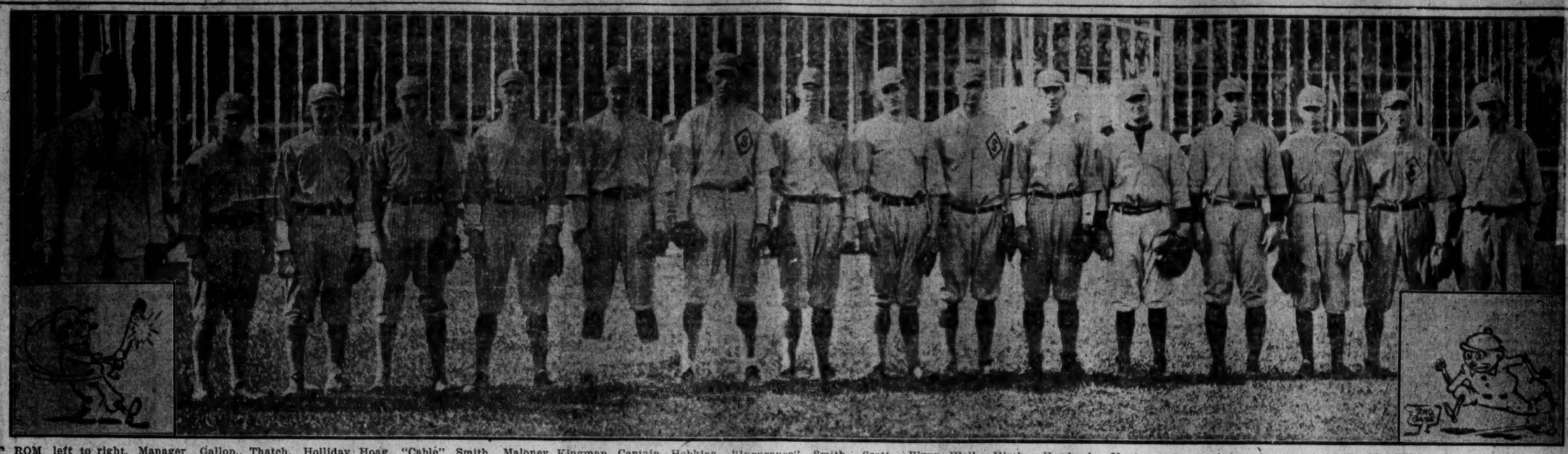
RUSTLESS STEEL REPORTED

Motorists are much interested in the report that metal research work has produced a steel that will not rust and can be produced in quantities at a normal cost.

China Press Sports

SHANGHAI, SUNDAY, SEPTEMBER 17, 1922

-:- Manager Gallop And The Players Of The Shanghai Baseball Club -:-



FROM left to right, Manager Gallop, Thatch, Holliday, Hoag, "Cable" Smith, Maloney, Kingman, Captain Hobkins, "Insurance" Smith, Scott, Wynn, Wall, Hirsh, Howland, Montgomery, and last but not least, Freddy Bills.

-:- -:- Guests At The Baseball Dinner -:- -:-

ON Thursday evening, September 14, members and players of the Shanghai Baseball Club gathered for the annual dinner at the American Club, and there with President McIntyre as toastmaster, a "good time was had by all."

SHELDON AND ROBERTS WIN ROPER TROPHY TENNIS MATCH

Wade, Of Losing Team, Gives Remarkable Exhibition

The second annual competition for the Roper tennis cup, which was contested on the courts of the British Country Club, was won by Messrs Sheldon and Roberts comprising the American team. Messrs Wade and Elmore, the British pair, weakened slightly toward the end. The match went to five sets, 6-3, 4-6, 6-8, 6-1, 6-2.

Of the four players who participated Wade showed the most brilliancy. John, in fact, was at the top of his form, and had his partner given him abler support the British team probably would have won, as Sheldon was very wild and erratic, although at times his game, too, was brilliant. Roberts showed his usual steadiness, but the British pair didn't give him any more opportunities than possible, directing their play at Sheldon whenever they could.

It was unfortunate that Messrs. Parbury and Mansell-Smith were not in town for this match, both having been transferred to Tientsin. Mr. Elmore, not as young as he used to be in his championship days, played very strongly in the first three sets, but tired toward the last.

Wade's playing was beautiful to watch. Time and again he made recoveries that were astonishing, flashing across the court with amazing speed for some gets that took away the breath of the spectators. Once, standing just back of the net, Sheldon drove one right at him from ten feet away for a sure kill, but Wade got his racquet in front of it in some miraculous manner and got it back.

At the conclusion of the match the cup was presented to the winners, with a graceful little speech, by Mrs. S. Barton, wife of H. M. Consul General. The point score follows:

FIRST SET

Game	Server	Won by	
1	W.	R.	9-7
2	S.	R.	4-2
3	E.	E.—	4-1
4	R.	E.	4-0
5	W.	R.	4-1
6	S.	R.	4-2
7	E.	R.	4-1
8	R.	E.	4-2
9	W.	R.	4-2
	6—3		

SECOND SET

1	S.	R.	4-1
2	E.	R.	5-3
3	R.	E.	5-3
4	W.	E.	4-2
5	S.	R.	4-1
6	E.	E.	4-1
7	R.	E.	4-2
8	W.	E.	4-0
9	S.	R.	4-1
10	E.	E.	4-1
	6—4		

THIRD SET

1	R.	E.	4-2
2	W.	R.	5-4
3	S.	R.	4-1
4	E.	E.	4-1
5	R.	R.	4-1
6	W.	E.	4-2
7	S.	R.	4-1
8	E.	E.	4-2
9	R.	R.	5-3
10	W.	E.	5-3

(Continued on Page 3)

DUNLOP BEATS McDOUGALL BY SCORE OF 21-16

Prizes For The Events Are Presented By Mrs. O. Crewe Read

BY "THE SHOT"

The singles championship took place at the Hongkew Park green yesterday when G. Dunlop met and defeated J. McDougall by 21 points to 16. The game was closely contested especially in the earlier stages when each player in turn was resting his opponent out for the shot. A loose end by McDougall at the 13th proved the turning point as he allowed Dunlop a four.

At the 20th end it looked as though Mac was going to make a good recovery as he lay three peachy woods when Dunlop had one wood to go. As it turned out Geordie was equal to the occasion and lay the shot. It was a good game and there was very little difference between the merits of the players.

After the match the prizes for open championship events were presented by Mrs. O. Crewe Read. The President, Mr. Read, in a racy little speech called attention to the fact that in winning this year's championship Mr. George Dunlop had managed to do what will not probably occur for many years to come—namely, the hat trick, this being his third win in succession.

He also remarked that owing to his leaving Shanghai he would be prevented from playing lawn bowls next year, but he hoped that the game will go on and he played in the same sporting spirit as in the past. The prizes were then presented to the following winners and runners up.

Singles

1st, Mr. G. Dunlop; runner up, J. C. MacDougall.

Pairs

1st, Messrs. Malcolm and Macgregor; runners up, Messrs. Stormes and Smith.

Rinks

1st. Messrs. G. McMurdo, A. Malcolm, A. Macgregor and P. Ferrier; 2nd, Messrs. G. Dunlop T. Harborne, J. Robertson and G. Simmons.

Mrs. O. Crewe Read was the recipient of a basket of flowers which was gracefully presented by Miss Isabel McMurdo, on behalf of the Shanghai Lawn Bowls Association.

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

(Quite a host of speakers met at the Carlton yesterday to pay tribute to Balboa, who discovered the Pacific 408 years ago.)

Columbus, who first saw the States,
Was born near to Genoa.
The chap who spotted first the sea
Near us, was called Balboa;
And so the Pan-Pacific crowd
Made speeches beatific—
When typhoons blow,
One thing I know,
I've often panned Pacific.

* * *

(Harry Kingman made a big hit at the baseball dinner with his stories.)

As Shakespeare makes his witches say:
"The times are dark and murkey,"
In Ireland still they fight and slay;
Greece is fed up with Turkey.
But in this sad and weary world
We still can laugh and sing, man,
When Cy Pie's nose
Is set in prose,
Described by Harry Kingman.

* * *

("Sarah Jane" is back again after spending some months, and a lot of money, in England. One of the first things he is reported to have said is "It's !?!? hot.")

"Oh, isn't it wretchedly hot!"
Do you ever yourself say such rot?
If you do I'll be bold
To suggest when it's cold,
You immediately wish it were not!

* * *

You growl when the Sun isn't there,
When it comes out and burns you,
you swear,
Well cheer up—when all's said,
One day we'll be all dead.
And then, at long last, we won't care!

* * *

Some people might argue that you will care more than ever after you are dead whether it is hot or not—but that is quite another story.

* * *

Mr. Nigel Playfair has announced that when "The Beggar's Opera" has run its course he intends to produce an opera dealing with the life of Bobbie Burns. He will incorporate into it Burns' own songs.

This opens up a big field for the playwrights. Desmond Carter, the well known humorist, suggests that Chu Chin Chow may be rewritten with the aid of lyrics from Omar Khayyam. He foresees a big reception when "Under the Bough" is foxtrotted by Omar and chorus.

Omar: I want a Loaf of Bread
beneath the Bough,
Chorus: Wow wow!
Omar: A Cup of Wine, a Book of
Verse and Thou,
Chorus: Wow wow!
Omar: We'll make this wilderness
A Paradise, I guess,
Better than three acres and a
cow.
Chorus: Wow wow!
Omar: I'll want you there to
smooth my fevered brow.
Chorus: Wow wow!
Omar: But one thing I should like
to say right now
Chorus: Well?
Omar: I shouldn't give a curse
For the brown bread or the
Verse,
But I've got to have the Wine
—and Thou!
Chorus: Wow!

(All rights strictly reserved—frightfully strictly. Anyone performing this is running a grave risk).

* * *

"THE DOVER ROAD"

Tim Frawley is bringing out to the Far East a collection of plays that would be hard to beat. Quite one of the big hits of the London season has been THE DOVER ROAD. The latest of A. A. Milne's plays is still drawing crowds to the Haymarket Theater.

The moral of "The Dover Road" seems to be that, after a week with "the only girl you've ever loved," the one thing that prevents you putting weed-killer in her coffee is that she drinks tea and you haven't any gardening requisites.

"Playful Stallite" of "London Opinion" gives the following review of the piece: Mr. Latimer (Henry Ainley), in his early youth, was, I should imagine, a statistician. He had the bulging forehead of one. I can picture him sitting in his study with his hand on his brow and his carpet slippers on his feet, pondering over the great question: Why is it that more young men fall over the cliffs in August than in December? And then suddenly the answer came to him. Because more young men go to the seaside in August than in December. And

(Continued on Page 2)

Walter Holliday's Poem

Editor's note—This is the poem that Walter Holliday read at the annual baseball dinner at the American Club Thursday night.

When the season first was started,
Captain Hopkins was the star,
He could surely hit that pellet,
Where the fielders never are.

Later on the players moved,
Then Hoppy began to swear,
The fielders went where he was hitting
And pulled them from the air.

Scotty also had a habit
Of hitting where they ain't,
Later on they all found Scotty,
So he had the same complaint.

Little Harry Kingman came,
And starred on first all thru,
And using his big stick the same,
He made the pitchers mighty blue.

For Harry smote them far and wide,
To make the fielders play,
As far back as he could,
And then—a bunt he'd lay.

Mal had a darned good season too,
And had it not been for his leg,
His good average would have soared
As well as his ever trusty peg.

Billsey had a darned good habit
Of hitting down the right field line,
By the time the ball was fielded
And was cleaned of all its slime.

There was Freddy safe on third,
Where approach to home was eased,
But often he got left there,
Because the next ones breezed.

Thatch was there against the Japs,
Because they were his size,
But when he faced the bigger ones,
They stole away his prize.

Jack Smith hit three baggars,
And sometimes singles too,
And when he was behind the bat,
The balls just stuck like glue.

Hirsh was large and heavy,
As he stood behind the bat,
But he couldn't get sufficient punch,
To make his average fat.

Howland likewise had his troubles,
Getting fat on anything,
But another year will find him,
One of the regular's first string.

Sammy Woods came from the bushes,
And did his share at all times
When he played out in the gardens,
Where the star only shines.

Campbell also played the gardens,
And he smote a hit or two,
But the Astor claimed his moments,

(Continued on Page 3)

GOOD SCORES AT SECOND MONTHLY RIFLE CUP SHOOT

Sixty-five Competitors; W. E. Sauer Gets Leg On Trophy

The second monthly cup for September and fourth Benevolent Shield competitions were held on Saturday, 16th instant concurrently. Range Bisley 500 yds fifteen scoring shots (H. P. S. 75). The weather conditions were good and some good scores were registered. There were 65 competitors.

E. Sauer registered his first leg on the New "A1" Class cup, J. Rebsamen second leg on "A" class, J. Watson first leg on "B" class and E. Mellows second leg on "D" class. There were no competition in "C" Class, F. M. Cruz receives a spoon for making average score of his class.

Following are the results:

"A1" Class

W. E. Sauer	73
R. F. Wilner	72
C. Kapean	71
A. M. Collaco	69
L. J. Hughes	69
F. G. Green	68
K. D. Chen	68
W. T. Rose	68
C. M. Sequeira	67
R. I. Ito	67
F. E. Hodges	67
C. E. M. Thomson	67
C. Reeves	67
C. G. Hoh	66
C. L. Ilbert	66
W. J. Terrill	65

"A" Class

J. Rebsamen	71
L. M. Baytagh	69
C. Bedoni	69
J. S. Chen	68
G. Lynch	67
F. F. Vaughan	66
K. McKelvie	66
H. Cranfield	60
Z. T. Yang	59
R. P. Roberts	59

"B" Class

J. Watson	71
G. Archer	70
F. J. W. Melville	70
A. W. Slater	69
W. Davie	66
D. Leighton	65
H. J. Blatchford	64
A. L. Mottu	64
T. Ohshima	64
L. K. Taylor	62
T. S. Parry	60

(Continued on Page 3)

OLDSTERS GET JUMP IN FIRST INNINGS OF CRICKET GAME

Harry Ollerdessen Does Best At Bat; Wicket Fast

There is'nt much in it so far. The young-fellah-me-lads, who have not reached the sear and yellow leaf stage of 30, took the first wallop, and thanks to some fine bowling on the part of Doctor O'Hara and Torry Wilson, and the help that a difficult wicket gave them, the Under-thirty-ites were all out for the small total of 59.

There was gladness and rejoicing in the ranks of the old men. Barrett smiled. O'Hara looked as if he would do all the same again in another twenty years; Billings grew another two inches; Harry Ollerdessen called for the boy and gave his order; Allison said I'll join you; the rest of the "Too-old-at-forty" team strutted the pavilion as if the bally place belonged to them.

But the young people looked on and smiled. Donald Leach turned his handsome face to me and murmured "But they haven't gone in yet."

Then they went in.

Ollerdessen and Cockburn faced the music. They did very well. The two of them showed the youngters how to hit sixes. The couple were up to the 30 mark before the latter had to go. "Now," said Leach, "it's time we showed them that the red blood that runs in our veins is not frosty." "Hear, Hear" said "Cocoa" Ollerdessen And these two trundlers, if you please, scattered the rest of the Old Men out for 70. So, there isn't much in it so far, is there?

Now, let us start at the very beginning. Shortly after 1:30 p.m. the Under Thirty team started its innings with Hayward and Divecha facing the attack of O'Hara and Cockburn. The scoring was as slow as the movement of a tortoise after a night out. 10 runs were registered in about three times that number of minutes.

There was every excuse for it. The wicket was playing Old Harry with the ball. It bumped, it spit, and at times it made the ball stand up and bow to the batsman. On top of this both bowlers were keeping a fine length and sending down no loose balls. Cockburn got rid of Divecha before he had managed to see what the inside of a duck's egg was like. Hayward plodded on. A change of bowling at the Cockburn end gave Torry Wilson the chance that he has been looking for. O'Hara had been responsible for all the first flight of wickets, and it was then that Torry thought that he might get a look in. He gave the batsmen no chances. If he couldn't get them out with good length balls he generally managed to hit their stumps with full pitchers. Anyhow, so well did the couple bowl that they riddled the defence of the boys and 59 was the total. Lees is to be complimented on a well played score. He was unfortunate in his getting out, but Deeks was a bit too quick for him, and his balls were off before

he was able to get on to the right side of the popping crease.

Yes, sir, Deeks is back again behind the sticks, and his holiday has done him quite a lot of good, thank you. He went through the whole innings without giving the other side an extra point.

To repeat, Donald Leach murmured: "But they haven't gone in yet."

Well, the team that was composed of players all over the thirty mark went in. Harry Ollerdessen and Cockburn got very busy. Ten came, then another, then a six, then another, then the fifty came in sight. At one time the score board showed 50 for one wicket. Harry Ollerdessen's 33 was the start that his side asked for. It was a delightful little knock and pleased the big crowd who came to see the other side beiten. But Leach got him at last with quite a nice ball.

Barrett in displacing Cockburn at once showed that the fellow who wrote to the papers about his being a "Has Been" was what Macquire called the man who talked about policemen's batons.

The Hampshire County man skipped about like a kitten. He was ready to run even if he had to cover the twenty two yards at the rate of the 100 in 10 level. He was out to give one of his characteristic displays, but to the disappointment of everyone C. E. Ollerdessen delivered a ball which Barrett could only cover with his legs, and so the umpire lifted the critical finger and the skipper returned to the pavilion.

That was the end of the veterans. The rest bowed in sorrow to either Ollerdessen or Leach and with only 70 on the board—that is just 11 in advance of the youngsters—they were all out.

The two bowlers mentioned were the only ones called upon to upset their elders, and right well did they do their work. An excellent length with Ollerdessen, and some brainy work from Leach, gave them both identical results—5 wickets for 35.

After a short interval the youngsters went in again and lost 4 wickets for 38. The game will be continued tomorrow, and what the result will be is best given in the words of a former prime minister of Great Britain "Wait and see."

Scores:

UNDER 30
1st Innings

A. W. Hayward, b. O'Hara	9
M. J. Divecha, c. sub., b. Cockburn	0
F. L. Wainwright, c. Deeks, b. O'Hara	1
D. W. Leach, b. O'Hara	5
D. M. Lees, st. Deeks, b. O'Hara	20
C. H. Bhoora, c. Barrett, b. Wilson	5
E. Bathurst, b. Wilson	1
A. J. Willis, b. Wilson	0
C. Brook, b. Wilson	10
C. E. Ollerdessen, b. Wilson	7
R. J. Tippin, not out	1
Extras	0
Total	59

BOWLING ANAYLSIS

Bowler	O.	M.	R.	W.
W. E. O'Hara	13	3	23	4
W. J. Cockburn	7	2	18	1
T. W. R. Wilson	6	1	18	5

OVER 30
1st Innings

H. B. Ollerdessen, b. Leach	33
W. J. Cockburn, b. Ollerdessen	12
E. I. M. Barrett, l.b.w., Ollerdessen	14
E. W. Day, c. Wainwright, b. Leach	0
S. J. Deeks, c. Bhoora, b. Leach	0
W. N. Hansell, c. Wainwright, b. Leach	1
J. A. Foster, c. Brook, b. Ollerdessen	1
W. E. O'Hara, b. Ollerdessen	6
H. W. Allison, st. Brook, b. Ollerdessen	0
G. M. Billings, not out	2
T. W. R. Wilson, b. Leach	1
Extras	0
Total	70

BOWLING ANAYLSIS

Bowler	O.	M.	R.	W.
D. W. Leach	16.1	2	35	5
C. E. Ollerdessen	16	5	35	5

UNDER 30
2nd Innings

D. M. Lees, b. Cockburn	5
M. J. Divecha, not out	19
F. L. Wainwright, b. Cockburn	3
C. H. Bhoora, b. Cockburn	2
A. W. Hayward, c. Barrett, b. Billings	1
D. W. Leach, not out	4
Extras	4
Total 4 wickets	38

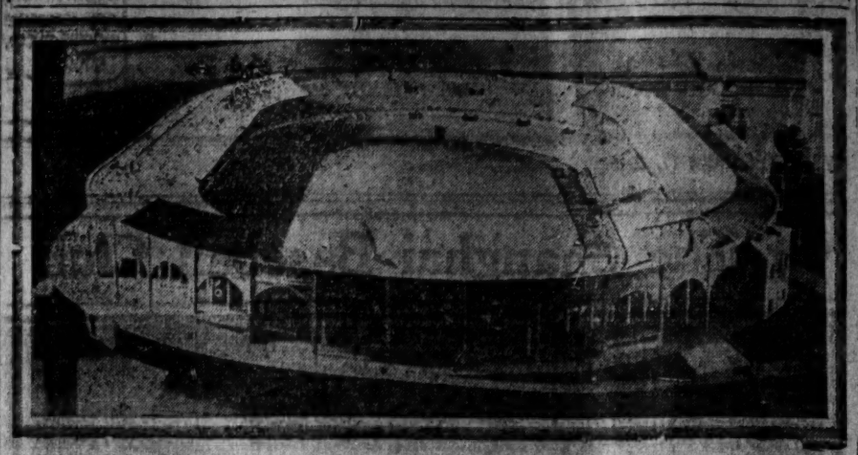
Johnston, Tilden In Tennis Final

(Reuter's Service)

Philadelphia, September 13.—Johnston and Tilden are left in the final round of the National Lawn Tennis Championship, in which Patterson, Shimidzu, Alonzo and other leading exponents were earlier defeated.

In the semi-finals Johnston beat Richards 8-6, 6-2, and 6-1, while Tilden beat Patterson 4-6, 6-4, 6-3 and 6-1.

New Sports Arena For Britain



A model of the new sports arena at Wembley, erected especially for the cup finals of the national football league in Great Britain. The great crowds that are attracted to these games necessitated the building of a stadium or field large enough to accommodate all. It will be possible to use the field for other athletic events, but primarily it is intended for cup finals.

S. V. C. Monthly Competition

"A" Company, British, S. V. C., held their monthly competition for September under very unfavorable conditions, weather considered, on Thursday last. The following are the best scores returned:

"A" class	Practices 11	Nos. 13	14	Total	Handicap	net
Cpl. R. W. Chapman	15	35	15	65	8.5%	59.48
Sgt. A. C. Godby	9	28	15	52	net	52.00
Sgt. F. E. Hodges	12	29	17	58	23.25	44.51

Cpl. Chapman wins 1st leg on 2nd cup and spoon for highest score. Future handicap 11.25%.

"B" class						
Pte. J. Moffatt	9	37	16	62	net	62.00
Pte. R. W. Burton	6	34	15	55	4.25	52.66
C. S. M. W. H. Hearne	15	10	15	40	net	40.00

Pte. Moffatt wins 1st leg on cup and spoon for highest score: future handicap 4.25%.

"C" class						
Pte. E. N. Harry	15	33	18	66	4.25%	63.20
Pte. S. G. Adams	12	27	9	48	net	48.00
Pte. W. S. P. Gow	3	4	17	24	net	24.00

Pte. Harry wins cup outright and spoon for highest score. Transferred to B class.

Sport And Stage

(Continued from Page 1)

why, asks our scientific investigator, do more young men go to the seaside in August than in December? Here he makes a hurried reference to the Annual Return of the Registrar of Births, Deaths and Marriages, and finds the answer. Because more young men get married in August than in December.

Falling over the cliffs, therefore, is the result of marriage, which obviously means that either marriage makes them chuck themselves over, or their brides push them over. Being a thoroughly nice man he considered that pushing people over cliffs was hardly a lady's game, and so he decided to save them the trouble. And, being rich, he resolved to open a little Anti-Matrimonial Hostel on the Dover Road (a highway much affected by lovers in their flights to France) and by imprisoning them together for a week, make them so grow to hate each other that when the locks, bolts and bars eventually fly asunder, the young couple return to their individual homes so precipitately that they can't see each other for dust.

I must admit Milne has not made any of his elopers pick his elopee with much discretion, but that, I suppose he'll say, is Life. It is this blindness that makes marriage a gamble, rather than a mathematical calculation.

Having nobbled his eloping couples, how does Mr. Latimer set about taking the 'ope out of elope? Simple. Observation has taught him that of all the ignoble ills that flesh is heir to, a cold in the head is the most contemptible. And so he contrives that all the men get colds in their heads and appear before their loved ones unshaved and wearing bath robes. Now, the only man who can dress in a bath robe and look dignified is a Turk and even he has to wear a beard to carry it off. Besides, even if one could, it isn't wise to look too much like a Turk on one's honeymoon.

And so, the young couples in the audience, when they see how incompatible such nice people as Nicholas Hannen, Nancy Atkin, Athene Seyler and John Deverell prove to be, when put to the test, edge away from each other, and the marriage rate has fallen with such a bump as to threaten to put the man who punches holes in the wedding rings permanently on the unemployed list.

* * *

THE MOVIES

While we wait patiently for the advent of a Frawley or a Courtneidge the movies are getting feverish with excitement. Pages and pages of the newspapers tell of all the new releases, and houses are being filled every night by the fans. In looking over the announcements this morning, I was struck with the prominence given to women in all the films. I note that Male and Female caused a Private Scandal. He was probably one of the Four Horsemen of the Apocalypse and she was "The Veiled Mystery." After "The Third Kiss, that was The Stolen Kiss, he took her For Better or Worse and then found out that she was The Wrong Woman. He had given All For A Woman but The Sacred Flame of Love was soon extinguished when he found that some One Must Pay and that The Woman Thou Gavest didn't.

* * *

ON DIT

That Mr. R. Bell, the manager of the Olympic, has arranged a fine program for next Thursday and Friday.

That he has secured some of the best professional and amateur talent.

That he will give the net proceeds to the Swatow Relief Fund.

That the Shanghai Cricket Club will give one of its delightful al fresco concerts at the Race Course on Friday, September 29.

That a good program will be followed by dancing in the pavilion.

That for $2, a charming evening may be had and

That all you have to do is to get a member of the S. C. C. to get you a ticket.

Portuguese Win Over Japanese In Two Tennis Matches

In a series of tennis matches between the Portuguese Sporting Association and the Japanese Tennis club at the Race Track yesterday the Portuguese players won in both the first and second league matches by scores of fifteen to nil, a record in league competition. Three of the matches in the second league went by default, the Japanese failing to appear.

Following are the scores:

FIRST LEAGUE MATCHES

R. Canavarro and A. Leitao beat J. Tanaka and S. Ban, 9-7, 8-6, 6-3.

A. B. Leitao and G. Silva beat K. Ojina and G. Masutomi, 10-8, 6-0, 6-1.

R. Roberts and S. Oliveira beat M. Okazaki and T. Oka, 6-4, 7-5, 6-4.

A. Gomes and J. Ribeiro beat V. Iwaki and J. Furatani, 6-1, 6-3, 6-1.

C. Passos and J. Silva beat K. Noguchi and O. Oda, 6-1, 6-1, 6-3.

Won by P. S. A by 13 sets to nil.

SECOND LEAGUE MATCHES

B. Vieira and D. Silva beat J. Fujii and M. Kamura, 6-3, 6-3, 6-3.

Japanese scratched 3 Sets to P. S. A.

P. Costa and B. Pintos beat B. Kawakara and S. Tokunaga, 6-1, 6-0, 7-5.

Won by P. S. A. 15 sets to nil.

Pope Piux XI Is Baseball Father In Sunny Italy

Baseball, encouraged by Pope Pius XI, may become Italy's national game, according to Edward L. Hearn, European commissioner of the Knights of Columbus, who has just returned after inaugurating the organisation's welfare work in Rome.

The Pope is eager to have American sports introduced into Italy, Hearn declared.

Sarazen A Skilful Golfer, But Lady Luck Helped A Bit

Damon Runyon Says One Must Be Fortunate To Be Champion In Ancient Pastime

Chicago, Aug. 16.—Golf, as we view it from the angle of a very innocent bystander, is made up of some skill and a great deal of luck. In fact, it strikes us that luck plays about as big a factor in golfing as in any game on the market. One or two neat little breaks in the luck can decide a championship.

It requires a lot of skill to slug the pill just right in the first place, of course, but once the ball is in flight, Lady Luck takes charge of its destiny. She can drop one or two yards this way or that, according to her feelings toward the slugger of the ball, and make a king or a bum of him.

In other sports a man may do a thing exactly right and in nine cases out of ten success will follow his effort. In golf a man may do a thing exactly right, but we doubt if his ratio of success will be as great.

Having watched some of the greatest golfers in the business in the last week, we agree with our friend, Matt Foley, of the Chicago Loop, when he says:

"It's no sucker game at that."

PERSISTENCE REQUIRED

You've got to have a lot of persistence to play golf, but all the persistence in the world will not overcome the luck.

This is evidenced by the fact that some of the most doggedly persistent men alive were plugging about the Skokie course last week and wound up nowhere.

Young Gene Sarazen, the American champion, was persistent enough, but no more so than Johnny Black, the Californian, who is old Geroge Persistence himself, or Bobby Jones, the young Georgian. Gene had to get a couple of lucky breaks in his favor.

Or, putting it another way, Black and Jones had to run into unlucky breaks to make Sarazen's score stand up. This is casting no aspersion upon Sarazen's golfing ability, however. His natural skill undoubtedly made the breaks his way. Champions always make the breaks to suit themselves.

ATTRACTED LITTLE NOTICE

There were several times in the tournament when Sarazen might have been excused for becoming discouraged, breaking his clubs, and retiring from the contest. He was going along just so-so in the early stages, and the public babble never mentioned his name. No excited gallery followed Gene, which might have been to his advantage. Galleries seems to bother some of the players.

The new champ went peacefully over the course, knocking off steady scores, far from the mad'ing throng. Not until he made the last hole and turned in his mark of 288 did anyone "give him a tumble" as we say at the club. The folks suddenly looked around, and there he was, brown skinned and smiling. It was as big a surprise as it we would all wake up some morning and find the Phillies leading the National League.

IT'S A SERIOUS GAME

We doubt if we would ever become much of a golf enthusiast for anything save championship tournaments, if only because the game lacks humor.

Golfers are the most serious hombres we have ever encountered. Golf makes natural humorists serious. We met Gorge Ade, the daddy of American humorists at the Skokie tournament Saturday and he spoke of his own golf with all the seriousness of a congressman discussing the tariff.

The late Charles E. Van Loan was a great humorist, and put a lot of humor into his glories of golf, but underneath Charley was rather serious about the game. He would "kid" baseball, boxing, football, and every other sport, except golf and tennis. They seemed rather sacred to him.

The persiflage of a baseball dressing room and the badinage of a boxing training camp is missing from a golf club house. The boys sit around with drawn brows and discuss their shots with the utmost gravity.

The nearest approach to the golfing mood that we know is found in the indoor game it most resembles, snooker, or English pocket pool.

EVEN SNOOKERS SMILE

Even "snooker" players have more humor.

Nor would we give a thimble to see ordinary golf players play golf, any more than we would to see ordinary "snooker" players snook. There is a certain form of entertainment in watching mediocre boxers or amateur ball clubs or ordinary football teams, but we imagine the efforst of poor golfers would be deadly in the extreme to the onlooker.

You get a certain thrill in watching Sarazen, Hutchison, Hagen, Barnes, Duncan or some of the other star golfers, making a shot. There is a surety of touch to their playing that makes it interesting. They rarely bungle a shot. If they did, the ordinary spectator would soon get fed up on the thing.

Golf will continue to grow in America, but it will continue to grow because of the fact that it is something that the average person can play and enjoy. It is not a victorious pastime. It is something one must actively engage in fully to appreciate. Its drawbacks are the expense attached to the playing of the game, and the time necessary to play it, but a person would put in the same amount of time watching a ball game and get infinitely less benefit.

Golf is all right, we may never have the temerity to engage in it personally, but we shall always be interested when the champions step in the barrier. Some day we may even learn something about it. Again, we heartily agree with our friend, Matt Foley, when he says:

"It's no sucker game at that."

Volunteer Corps Routine Orders

No. 121. Corps Annual Rifle Meeting. This meeting will be held during the week ends October 14, 15, 21 and 22, followed by the competition for the Municipal Challenge Cup on Saturday, October 28.

Programs and entry forms will be issued shortly to every member of the Corps, except that in the case of the Light Horse and Italian, Japanese and Chinese Companies, a limited number of copies will be issued to Unit Commanders only for distribution by the latter.

There will be four classes, and the allotment of a competitor to a particular class will be based on his musketry classification of 1921-22. The receipt for entrance fee will show the class in which the individual will compete. Classes A. and B. will compete on October 14 and 15, classes C. and D. on October 21 and 22.

Competitors and others requiring meals at the range can purchase tickets for the same, up to any time before noon on the previous day, at Corps Headquarters.

No. 122. Officers Leave. 2-Lieut. J. R. Harder, Shanghai Scottish Company, from September 22, 1922 to October 9, 1922.

Examine the New Improved Gillette Safety Razor

See for yourself why it gives such cool, clean, quick shaves

MADE IN U.S.A. Gillette KNOWN THE WORLD OVER

STOP in at the nearest store or bazaar. Ask them to place the New Improved Gillette in your hand. Look it over; note especially the Fulcrum Shoulder, the Overhanging Cap, the Channeled Guard.

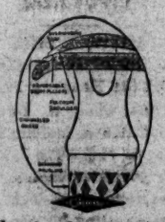
In these points is the reason for the new delightful ease in Gillette shaving.

As you pass the Gillette over your face, the skin lies flat against the tangent of the cap and guard. The beard springs upright against the shaving edge. The blade cuts SQUARE across the hair at the very surface of the skin—each hair clipped clean through.

Today, buy the New Improved Gillette with its 12 double-edged Gillette blades (24 keen shaving edges). Treat yourself to the New Comfort in Shaving.

Gillette Brownie Safety Razor

For the man who wants Gillette quality and workmanship in a lower priced razor than the New Improved Gillette, there is the Gillette BROWNIE, illustrated above. A sturdy, serviceable razor in a compact little case. Sold with 3 double-edged Gillette blades (6 shaving edges), at a price within reach of all.



The leading features are:
1. Fulcrum Shoulder
2. Overhanging Cap
3. Adjustable Short Flexure
4. Channeled Guard
5. Micrometric Precision

The New Improved Gillette Safety Razor uses the well-known Standard Gillette Blades and greatly increases their effectiveness.

Ask your dealer to show you these razors

Gillette Safety Razor Co.
BOSTON, U.S.A.

Representatives: Muller & Phipps (China), Limited, 1 B Jinkee Road, Shanghai

TANSAN

SOLE IMPORTERS

FRAZAR & Co.,
1-B JINKEE ROAD

Orders will be promptly dealt with.

Tel. Cent. 98

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Guaranteed Over 10 Years

JOHNNIE WALKER "BLACK LABEL"
Guaranteed Over 12 Years Old

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CALDBECK, MACGREGOR & Co., Ltd.
Wine and Spirit Merchants
Established 1864
4 Foochow Road Phone C. 7216 (4 lines)

Walter Holliday's Poem

(Continued from Page 1)

Ere the games were ever thru.

Bill Lad came out a few times,
And though he looked good always,
He chose the benches often,
Where the fair sex also plays.

Wood at first was very clever,
And at third he played well too,
He never left the field for showers,
Until the Umpire said "Can do."

Wynn was ill before he'd started,
And it left him not too strong,
But he won his way to glory,
When the season wore along.

Wall was there behind the bat,
Like the name he wears so well,
Only Scotty got his Nanny,
And it butted Wall pell mell.

Cameron came from cricket often,
To help the gang cop games,
But he didn't have the chances,
To make his play for fame.

Cable Smith always fell on something,
Soft and easy in high grass,
When he came into the benches,
His ears burned as he passed.

Griffith came out for a short time,
And he worked out well indeed,
But he didn't show up often,
So he failed to sow his seed.

French was regular at the ball yard,
And he had a good punch when—
He had a chance to show his cards,
But that was only now and then.

Swan came out late this year,
Looking very strong and agile,
He pitched about the same as when
The other teams were fragile.

Montgomery was there a few times,
Cavorting around the field,
And usually had the pep in line,
To see what he could yield.

Lake was tried at first awhile,
And showed up fairly well,
Some may not even agree with me,
They might say he played like hell.

Hubbard was good for a game or two,
When he showed up at the lot,
I don't know what the reason was,
He dropped us like a shot.

Stovall came in from the sticks,
To help the team for a clip,
He played first base a game or two,
And then he did the slip.

Hagar showed up well in the box,
As he pitched his first big league,
He did not get training from I.C.S.,
As he showed us his intrigue.

I think I've mentioned all the players,
With whom we had the pleasure,
Of giving fans their money's worth,
And most say they got good measure.

But one thing I forgot to add,
Which gave the fans the gloom and glad—
The umpires who officiated,
Made themselves the ones most hated.

They took the sun and rain alike,
Were with us every day,
To call a ball, or even strike,
Or any other kind of play.

They were good, and they were rotten,
But their failures, as they worked,
Soonest were the calls forgotten,
When some other fellow shirked.

Logan, Doyle and Buster Cabot,
Had their troubles—were tabooed,
Westa, O'Brien and a long shot,
By the name of Carl Neprud.

Yet we thank those genial fellows,
We couldn't play without them,
So what's the use of all the bellows,
When we're playing—though we doubt them.

The fans in Shanghai were not lusty,
When the games were on for fair,
Maybe throats were rather dusty,
As their voices pierced the air.

Few were heard with hearty greetings,
As the home team took the field,
Sailors gave our fans a beating,
If the score we could not yield.

We do not hold against them malice,
For next year we'll be again,
Out in the same old baseball palace,
In the sunshine and the rain.

PAUSE

Holy smokes, I forgot the boss,
Wasn't that an awful loss,
For one who played his part so well,
And kept his spirits—never fell,

Always on the job and busy,
Enough to do to keep him dizzy,
Looking after games and calls,
Buying clothes and bats and balls.

Building stands and fixing showers,
Talking contracts with the powers,
Getting players on the 'phones,
Seeking busy bees—not drones.

Smiling—cheerful—thru and thru,
When the team lost—feeling blue,
Making deals for games and dates,
Keeping collectors at the gates.

Looking out for every nickel,
So the coin would inward trickle,
And one time he nearly wondered,
How to save that fifteen hundred,

Which the Japs so fondly cherished,
When their hopes with Fort Mills perished,
And they cancelled that one game,
Boldly then our boss he came,

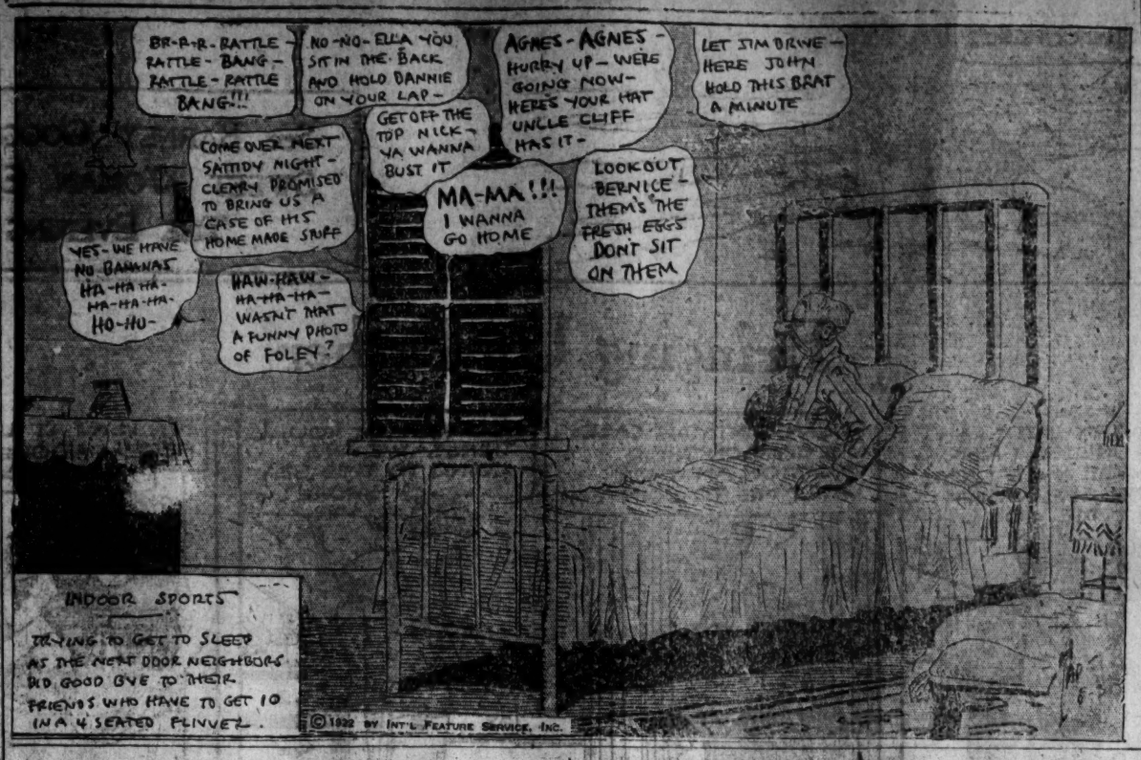
Told them he must keep the shekel,
If they only chose to heckle,
Thereby played the game for Shanghai,
Now he's one admired to stand by.

May he don his next year's habit,
With the same free heart and stab it,
For he has the game at heart,
And can always do his part,

To furnish Shanghai with good baseball,
If the fans for him are faithful,
And now I close my little pome,
So that we may all go home.

But before I close I ask you all,
Shall we not praise the boss of ball,
For he is not a little trollop,
He's our big boss—Herby Gallop.

INDOOR SPORTS By Tad


BR-R-R-RATTLE-RATTLE-BANG-RATTLE-RATTLE BANG!!!
NO-NO-ELLA YOU SIT IN THE BACK AND HOLD DANNIE ON YOUR LAP-
AGNES-AGNES-HURRY UP-WE'RE GOING NOW-HERE'S YOUR HAT UNCLE CLIFF HAS IT-
LET JIM DRIVE-HERE JOHN HOLD THIS BRAT A MINUTE
GET OFF THE TOP NICK-YA WANNA BUST IT
COME OVER NEXT SATTIDY NIGHT-CLEMY PROMISED TO BRING US A CASE OF HIS HOME MADE STUFF
MA-MA!!! I WANNA GO HOME
LOOK OUT BERNICE-THEM'S THE FRESH EGGS DON'T SIT ON THEM
YES-WE HAVE NO BANANAS HA-HA-HA-HA-HA-HA-HO-HO-
HAW-HAW-HA-HA-HA-WASN'T THAT A FUNNY PHOTO OF FOLEY?
INDOOR SPORTS
TRYING TO GET TO SLEEP AS THE NEXT DOOR NEIGHBORS BID GOOD BYE TO THEIR FRIENDS WHO HAVE TO GET 10 IN A 4 SEATED FLIVVER.
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Young Heavyweight Is Likely To Be A Topnotcher Ere Long

Wins Honors In Coast Four-Round Game—Charley Cook Is His Manager

If a name counts for anything, Floyd Johnson, the Iowa boy, who is one of the new heavyweight possibilities, starts with an advantage.

Two Johnsons have held the heavyweight title in bygone years one the Jack of recent memory, and the other Tom, who flourished one hundred and thirty years back. This chap's real name was Jackling, but as Tom Johnson he held the championship of England, which was the only championship around in those days, from 1783 to 1791.

Why Jackling ever discarded such a picturesque name for the prosaic name of Johnson is not known. Perhaps it was for the same reason that many fighters in the ring today use names other than their own. Four world's champions box under nom de plumes, Britton, Leonard, Wilson and Johnny Dundee.

Britton's right name is Breslin, Leonard's name Leinert, Wilson's Panica, and Dundee's Carrora. Johnny Buff, the American flyweight champion, is Lipsky, or something to that general effect. Jack Dempsey's first name is not Jack, but Willie.

TOM A REAL FIGHTER

Tom Johnson is said to have been a real good fighter. He whipped all the best men of his day before he finally went the way of all champions. Many years later, another Johnson, this time the redoubtable Black Jack, rose to the heavyweight championship, holding it nearly six years. Johnson, while still alive, and talking fight occasionally, has passed into fistic history as one of the greatest defensive fighters that ever lived.

Between the Tom of long ago and the Jack of comparatively recent years has filed a number of other Johnsons in the heavyweight division, including John Lester, who once fought and defeated the present heavyweight champion, and Battling Jim. Both John Lester and Jim are colored men.

Now comes Floyd, white, and the legitimate owner of the name of Johnson, with championship aspirations. How far Floyd will go remains to be seen. He is twenty-two, big and strong, and apparently ambitious. He has appeared at a time when the heavyweight field seems to be wide open, with only one man in view who is regarded as a worthy contender for the title.

WILLS STANDS ALONE

Jack Dempsey, at twenty-seven, seems to be all alone up yonder at the peak. He can see beneath him the shadow of Harry Wills vaguely menacing. Beyond Wills there is a dreary expanse of heavyweight mediocrity, and beyond that in the dim distance of pugilistic promise are a few faint figures of future potentialities, of which Johnson is one.

Besides his name and his natural physique, Floyd Johnson has had the advantage of a careful preparatory education. He has been taught much of what a famous old teacher of boxing knows. He is a pupil of Alex. Greggains, once a celebrated middleweight, hero of one of the longest glove fights in ring history.

Old Alex brought Floyd Johnson to our office last week to pose for pictures illustrating some of the things he has taught his pupil.

"I've worked with this fellow four years now," said Alex. "I got him when he hardly knew one hand from the other and I've taught him all I could. He is still a little raw, but he is about ready. I wouldn't be afraid to put him in with any man in the world. He can fight."

This statement must be considered Johnson's diploma. The teacher has graduated him, turned him over to the management of Charley Cook, a wise handler of fighters, and has gone back to the Pacific Coast to watch the future career of his pupil from afar.

WEIGHS ABOUT 200

The young heavyweight was born in Des Moines, Iowa. He stands about 6 feet 1½ inches tall, and weighs close to 200 pounds, probably a little more than he should weigh in fighting trim.

His early history is reminiscent of the history of Dempsey. Young Johnson beat his way about the Western country via box cars until he wound up in San Francisco, where Greggains took hold of him. He was a steel worker before he became a fighter.

He learned in San Francisco's four-round game, in which a man has to travel fast and furious.

"He improved in every fight," remarked Greggains. "He showed me that he has a heart, and that's one of the first essentials of a fighter. Of course he has never met a man of real high class as yet, but he licked the trial horses in a way that proved he has ability.

"He lost a six-round decision to Jack McAuliffe, of Detroit, another very promising heavyweight, but he lost it through disobeying my orders. He was outclassing McAuliffe at the finish. He beat such as Frank Farmer, Kid Savage, Frank Farrell, Sailor Hage, Ted Snyder, Fred Sullivan, Tom Noron, Jack Casey, Cliff Kramer and Billy Meehan.

"Some of these names may not mean anything to you, but they are by no means set ups. They are the material with which a fighter must work until he gains proper experience.

"Johnson may lose a fight occasionally," said Alex, "but I'll take my professional reputation on the proposition that he will beat more men than beat him in the near year. He can fight. Don't forget I said it."

SHELDON AND ROBERTS WIN ROPER TROPHY

(Continued from Page 1)

11	S.	E.	7-5
12	E.	R.	4-0
13	R.	E.	5-3
14	W.	E.	4-2

8—6

FOURTH SET

1	S.	R.	4-2
2	E.	R.	5-3
3	R.	R.	6-4
4	W.	R.	4-1
5	S.	E.	4-2
6	E.	R.	4-1
7	R.	R.	4-1

6—1

FIFTH SET

1	W.	R.	4-2
2	S.	R.	4-1
3	E.	E.	4-1
4	R.	E.	4-1
5	W.	R.	4-2
6	S.	R.	4-1
7	E.	R.	9-7
8	R.	R.	4-2

6—2

Mrs. Wilkie Wins B.W.A. Tennis Cup

In yesterday's play-off of a tie for the cup offered by Mrs. E. M. Gull for the winner of the tennis tournament among members of the British Women's Association Mrs. E. P. Graham-Barrow and Mrs. P. W. A. Wilkie, who had won 34 games each, staged a very closely contested match, Mrs. Wilkie winning by 38 games to 37.

Mrs. Wilkie, therefore, won the beautiful cup offered by Mrs. Gull while Mrs. Graham-Barrow received the second prize, a cup offered by the Sports Section of the B. W. A.

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them. Hence their enormous sale. At all Chemists and Stores or post free 8/- from—MARTIN, Chemist, SOUTHAMPTON, Eng.

Good Scores At Second Monthly Rifle Cup Shoo

(Continued from Page 1)

H. Tobies	58
M. Tsukasaki	57
T. W. R. Wilson	31

"C" Class

F. M. Cruz	63
Wm. Hu	56
C. S. Kemp	40

"D" Class

E. Mellows	67
F. Sun	64
H. F. Zee	62
H. J. Cordner	60
Z. S. Hoo	57
H. Collaco	56
F. P. da Silva	53
T. Fujii	53
A. A. Britto	49
K. T. Doo	44
R. Joseph	43
S. Y. Hung	41
V. L. Chen	36

THE BENEVOLENT SHIELD

Following is the result of the fourth competition for the above Shield:

J. S. Chen	68
Y. C. Waung	68
W. T. Rose	68
R. I. Ito	67
F. E. Hodges	67
D. Leighton	65
Wm. Hu	56

J. S. Chen is now leading with 385 points.

VETERANS v. REST

(under 40)

Members forming the team for this important match are kindly requested to be at firing point on Monday at 6:15 a.m.

Conditions of the match will be ten men aside. The members of the teams will contribute a meagre sum of $1.00 each to purchase souvenirs for the losing team. It is suggested that this match will be shot for yearly in September. The match will be keenly contested as the local best shots are shooting in both teams.

TOBEY'S FOR A SHAVE
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8, BROADWAY
Opposite The Astor House

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Dr. John Goddard Optician
Toric Lenses
Invisible Bifocals
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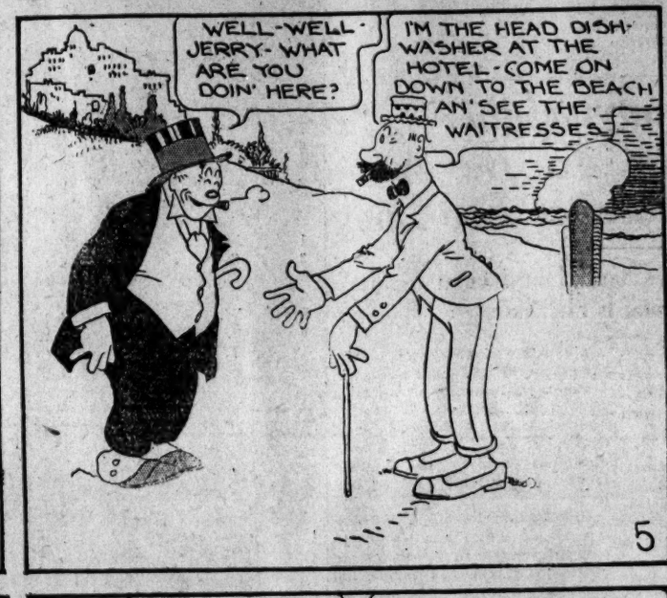
Whose Assets exceed £2,000,000.

See BARNEY GOOGLE and His SWEET WOMAN Every Day In THE EVENING STAR.

Bringing Up Father

AIN'T YOUSE GOIN' ON THE TRIP WITH US? WE'RE GOIN' TO LEAVE TODAY!
AW! COME ON!
I'LL TRY-BUT I CAN'T GO UNLESS I ASK MAGGIE AN' IF I ASK HER SHE WON'T LET ME GO!
1

DUGAN-DINTY AN' CASEY ARE GOIN' ON THEIR VACATION AN' THEY WANT ME TO JOIN 'EM:
YOU GO PACK YOUR THINGS-WE ARE GOING TO THE SEA-SHORE!
2

MY! ISN'T IT LOVELY HERE-I ADORE THE SEASHORE-
I'M GLAD YOU LIKE SOMETHING!
SHALL I TAKE ALL THE GRIPS OUT OF YOUR AUTO AND PUT 'EM IN YOUR ROOM
3